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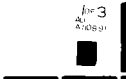

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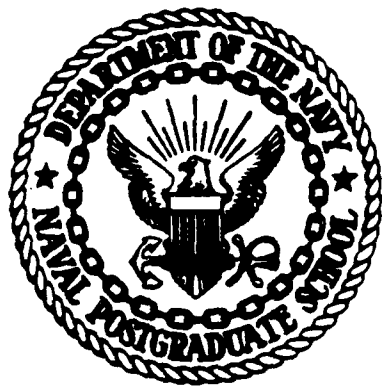

THESIS

ANALYSIS OF MATERIAL DISTRIBUTION FROM NSC SAN DIEGO TO LOCAL CUSTOMERS

by

Jeffrey M. Eller
and
Robert T. Moore III

September, 1981

Thesis Advisor: Alan W. McMasters

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On 1 October 1980 the wholesale support function of the Naval Air Station, North Island (NASNI) was consolidated with that of the Naval Supply Center, San Diego (NSCSD) according to the DOD Material Distribution Study and the Shore Establishment Realignment Program (SER V). If the consolidation is to be judged as a success, NSCSD must offer improved post-consolidation support to its local customers, especially the Naval Air Rework Facility (NARF) at NASNI. This thesis offers a general discussion and documentation of the

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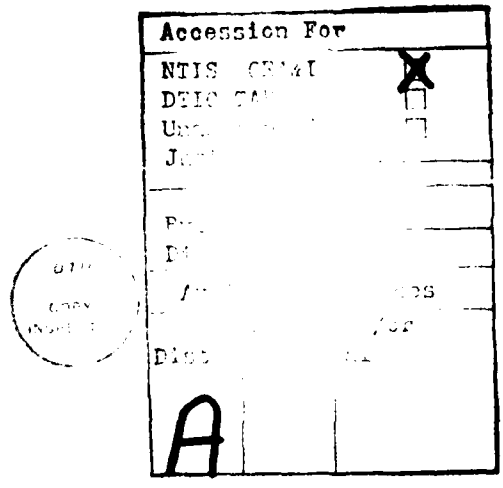

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ABSTRACT

On 1 October 1980 the wholesale support function of the Naval Air Station, North Island (NASNI) was consolidated with that of the Naval Supply Center, San Diego (NSCSD) according to the DOD Material Distribution Study and the Shore Establishment Realignment Program (SER V). If the consolidation is to be judged as a success, NSCSD must offer improved post-consolidation support to its local customers, especially the Naval Air Rework Facility (NARF) at NASNI. This thesis offers a general discussion and documentation of the pre-SER NSCSD local delivery system in order to form a baseline from which to measure future system performance and effectiveness. It specifically addresses NSCSD's local delivery organization, facilities, and resources, plus the identification of the local customer base and the volume of business they generate.

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ACRONYMS AND ABBREVIATIONS

ADP	Automatic Data Processing
AMHS	Automated Material Handling System
ASW	Anti-Submarine Warfare
AUTODIN	Automatic Digital Network
BMHS	Bulk Material Handling System
CASREP	Casualty Report
CNO	Chief of Naval Operations
COMNAVAIRPAC	Commander, Naval Air Forces, Pacific
COMNAVSURFPAC	Commander, Naval Surface Forces, Pacific
DAAS	Defense Automatic Addressing System
DHF	Demand History File
DPDO	Defense Property Disposal Office
DOD	Department of Defense
EDF	Enlisted Dining Facility
FCF	Freight Classification File
FFT	For Further Transfer
FFV	Fresh Fruits and Vegetables
FMSO	Fleet Material Support Office
FY	Fiscal Year
GSK	General Stores Material
ICP	Inventory Control Point
IPG	Issue Priority Group
LBNSY	Long Beach Naval Shipyard

MCRD	Marine Corps Recruit Depot
MHE	Materials Handling Equipment
MILCON	Military Construction
MTIS	Material Turned In To Store
MTR	Mandatory Turn-in Repairable
NAB	Naval Amphibious Base
NC	Not Carried
NCA	National City Annex
NARF	Naval Air Rework Facility
NAS	Naval Air Station
NASM	Naval Air Station, Miramar
NASNI	Naval Air Station, North Island
NAVCOMMSTA	Naval Communications Station
NAVELEX	Naval Electronics System Command
NAVMTO	Navy Material Transportation Office
NAVSTA	Naval Station
NIS	Not-in-Stock
NISTARS	Navy Integrated Storage, Tracking, and Retrieval System
NOSC	Naval Ocean Systems Center
NRFI	Not-Ready-for-Issue
NRMC	Naval Regional Medical Center
NSC	Naval Supply Center
NSCSD	Naval Supply Center, San Diego
NTC	Naval Training Center
POE	Point of Entry
PWCSD	Public Works Center, San Diego

PWRS	Pre-positioned War Reserve Material
RFI	Ready For Issue
SOAP	Supply Overhaul Assistance Program
SER	Shore Establishment Realignment
SIMA	Shore Intermediate Maintenance Activity
SPCC	Ships Parts Control Center
SUBSUPFAC	Submarine Support Facility
SUPSHIP	Supervisor of Shipbuilding, Conversion, and Repair
UADPS	Uniform Automated Data Processing System
UIC	Unit Identification Code
USCG	United States Coast Guard

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I. INTRODUCTION

> The Naval Supply Center, San Diego has as its mission to provide supply support services to assigned fleet units and shore activities and to perform such other functions as may be directed by the Commander, Naval Supply Systems Command. [Ref. 1: p. 1]

While the accomplishment of these objectives requires the performance of a myriad of tasks ranging from supply support to financial accounting, the principle function must be considered that of physical distribution; having the right material and getting it to the right place, at the right time.

In mid 1978, as a result of the Department of Defense's (DOD) Material Distribution Study and the subsequent Navy Distribution Facility Study conducted under the auspices of the Shore Establishment Realignment Program (SER V), the Chief of Naval Operations (CNO) directed the consolidation of the Naval Supply Centers and wholesale supply activities of the co-located industrial Naval Air Stations (NAS) in Oakland, San Diego, and Norfolk. [Ref. 2: pp. 29-31] This consolidation was predicated on the premise that supply support of the industrial activities and their customers would in no way be degraded and that measurable cost savings would be achieved.

A. PURPOSE

Before a local distribution system can be developed and implemented to accomodate the above consolidation, several events must take place, one of which is the documentation of the pre-consolidation system. This information is necessary to establish a database against which future systems may be compared. The intent of this thesis is to aid in the construction of such a baseline by documenting and analyzing the pre-consolidation local delivery material distribution system employed by the Naval Supply Center, San Diego (NSCSD).

B. METHOD OF ANALYSIS

This study employed a variety of data collection and analytical techniques to accomplish the above. As originally conceived, it was intended to rely primarily on NSCSD management reports, statistics, instructions, and internal studies to provide the requisite information. While these sources did provide a comprehensive overview of fiscal year 1980 distribution operations, they were not considered totally adequate. The principle problem involved in their use was that their summary nature lacked sufficient functional definition to allow the desired detailed analysis of the local delivery system.

In order to overcome this deficiency it was necessary to determine, by customer, actual weight and cube data for individual line items. To obtain this type of specific

information, computer tapes of NSCSD's Demand History File (DHF) and the Fleet Material Support Office's (FMSO) Freight Classification File (FCF) were utilized. The DHF is a sequential record of all material requests received by the Supply Center and contains information such as: the requisitioning activity and date; item and quantity requested; status of filling the request; and mode by which the material was shipped if the request has been satisfied. Similarly, the FCF is a sequential file of all material carried by the supply system and delineates among other things the item's unit of issue, weight, and cube. Therefore, merging these two files created a record of who ordered what volume and weight of material.

It should be noted at this point that even this procedure did not lend itself to a complete analysis because of several file mismatch problems. These specific deficiencies, as well as any other problems encountered in executing this study, will be fully discussed in the sections of this thesis where their effect was most pronounced.

C. SCOPE OF ANALYSIS

The following chapters address those major facets of the Supply Center's pre-consolidation operations which had a direct bearing on local customer support. More specifically, Chapter II outlines the requisition processing channels, material flow, and physical facilities of the Supply Center prior to 1 October 1980. Chapter III continues from the

narrower perspective of documenting the particular local delivery system employed by NSCSD at that time. To this end, it includes a discussion of the customer base served, the delivery zone plan, and the equipment utilized to satisfy their requirements. Chapter IV then analyzes the relative volumes of business and concludes with an extrapolation of the data to a full year. Finally, Chapter V presents the conclusions of this research and recommendations for completing the work begun here.

A rudimentary cost analysis of the NSCSD delivery operation had been intended as part of this thesis, however, after much research and deliberation it was eliminated. There were numerous reasons for not delving into the area of costs. A few of these reasons are listed below.

1. Cost data for the pre-SER movement of material by NASNI was not readily available. This information was considered essential as any cost analysis should take into account all pre-SER material movement costs, for both NSCSD and NASNI.
2. Material movement costs could not be accurately allocated between specific material handling functions. Indirect material movement costs should not be arbitrarily allocated based solely on a percentage of overall business. Such a method would only lead to incorrect extrapolations as most indirect costs cannot be allocated on a straight

percentage basis. Two examples of areas where this could cause problems are in the calculation of the indirect costs of packing and MHE attributable to local delivery material movement.

3. The lack of an adequate work measurement unit did not allow the pre-SER NAS and Supply Center costs of material movement to be analyzed. Any attempt to calculate an average unit cost for comparison purposed would have been impractical and misleading.

In summary, with the information available at this time, it was felt that any cost analysis would be too cursory to serve any useful purpose.

II. MATERIAL/DOCUMENT FLOW ANALYSIS

The purpose of this chapter is to provide a synopsis of the material and document flow patterns in effect at the Supply Center prior to consolidation. To this end, general descriptions of how requisitions were received and processed; issue documents generated and distributed; and material handled, stored, and prepared for delivery are presented in the following sections. Futhermore, this information is placed in proper perspective by detailing the organizational structure of the Supply Center's Material Department and Long Beach Annex operations, the physical restrictions imposed by their plant layout, and the overall volume of business performed by NSCSD.

A. BACKGROUND

The Naval Supply Center, San Diego was commissioned as a supply depot on 8 August 1922 and redesignated as a supply center on 18 September 1959. NSCSD is the major Navy supply depot in the Southern California region for retail and wholesale logistics support of fleet units and depot level maintenance activities servicing the surface, sub-surface, and since SER, aviation communities.

Prior to SER the operations of the center were physically located in four separate areas commonly referred to as the Broadway Compound, the National City Annex (NCA), the Point

Loma Annex, and the Long Beach Annex. Although each of these locations performed many interrelated functions, they could also be distinguished by unique aspects of their operations or purposes for which their facilities were utilized. In this regard, the Broadway Compound can be viewed as housing the principal administrative offices of the command and as serving as the storage site of all binnable material, while the National City Annex can be viewed as primarily devoted to bulk storage, 32nd Street Naval Station customer order consolidation, and out-of-area shipping. Similarly, the Long Beach Annex's major functions are area support and storage of Ships Parts Control Center (SPCC) not-ready-for-issue (NRFI) and ready-for-issue (RFI) repairables.

The Point Loma Annex is solely involved in the supply and handling of petroleum products, and since its function was not affected by SER, its operations will not be discussed.

Due to the diversity of functions and operations at these locations, the following sections will contain, where applicable, a separate subsection for each of them.

B. ORGANIZATION

As shown in Figure 1, the Material Department (Code 300) is one of eleven functional units comprising the Naval Supply Center. Its responsibilities encompass the operations of storing, receiving, and issuing material. As displayed in Figure 2, five divisions and two staff offices comprise the department.

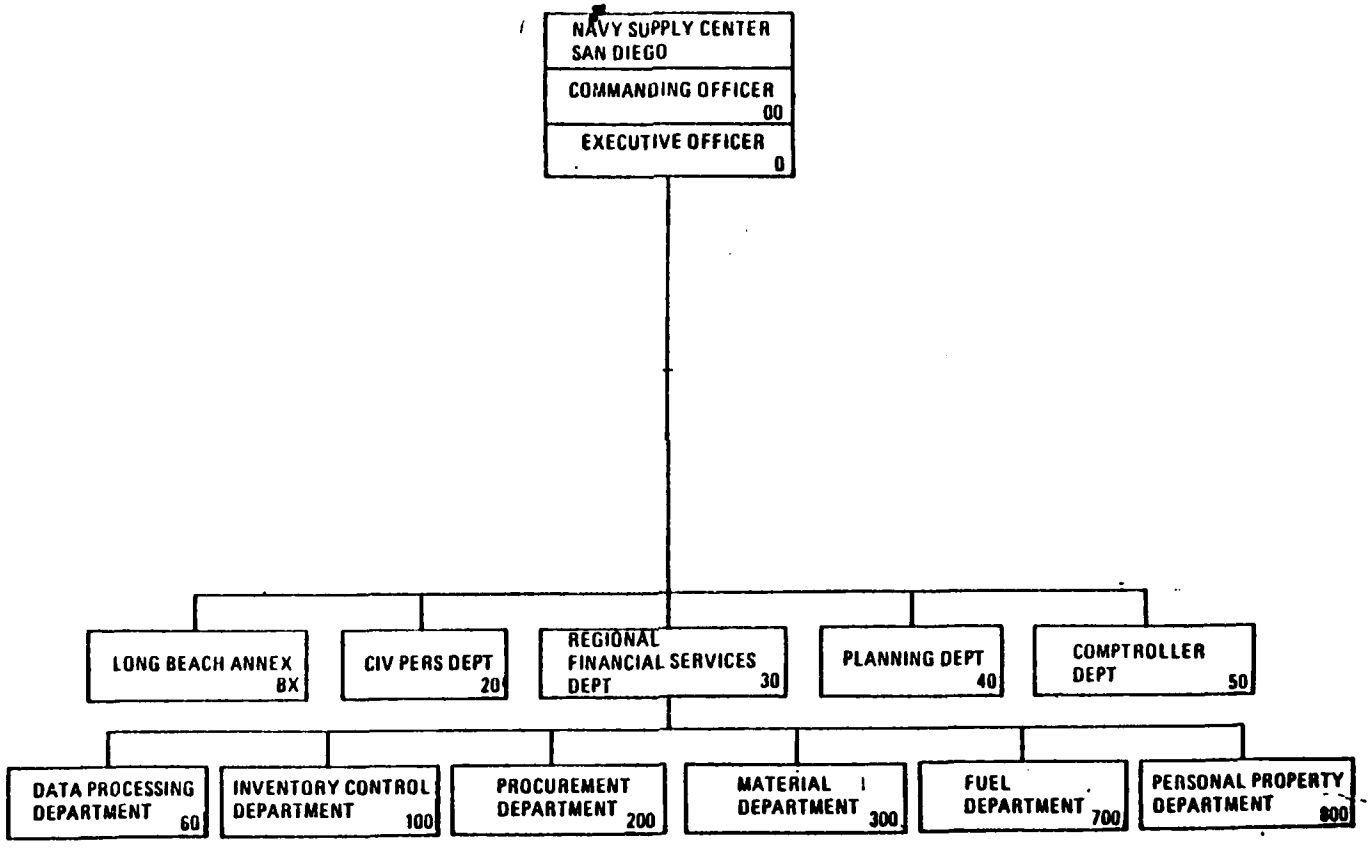

Figure 1: NSC SAN DIEGO ORGANIZATION CHART

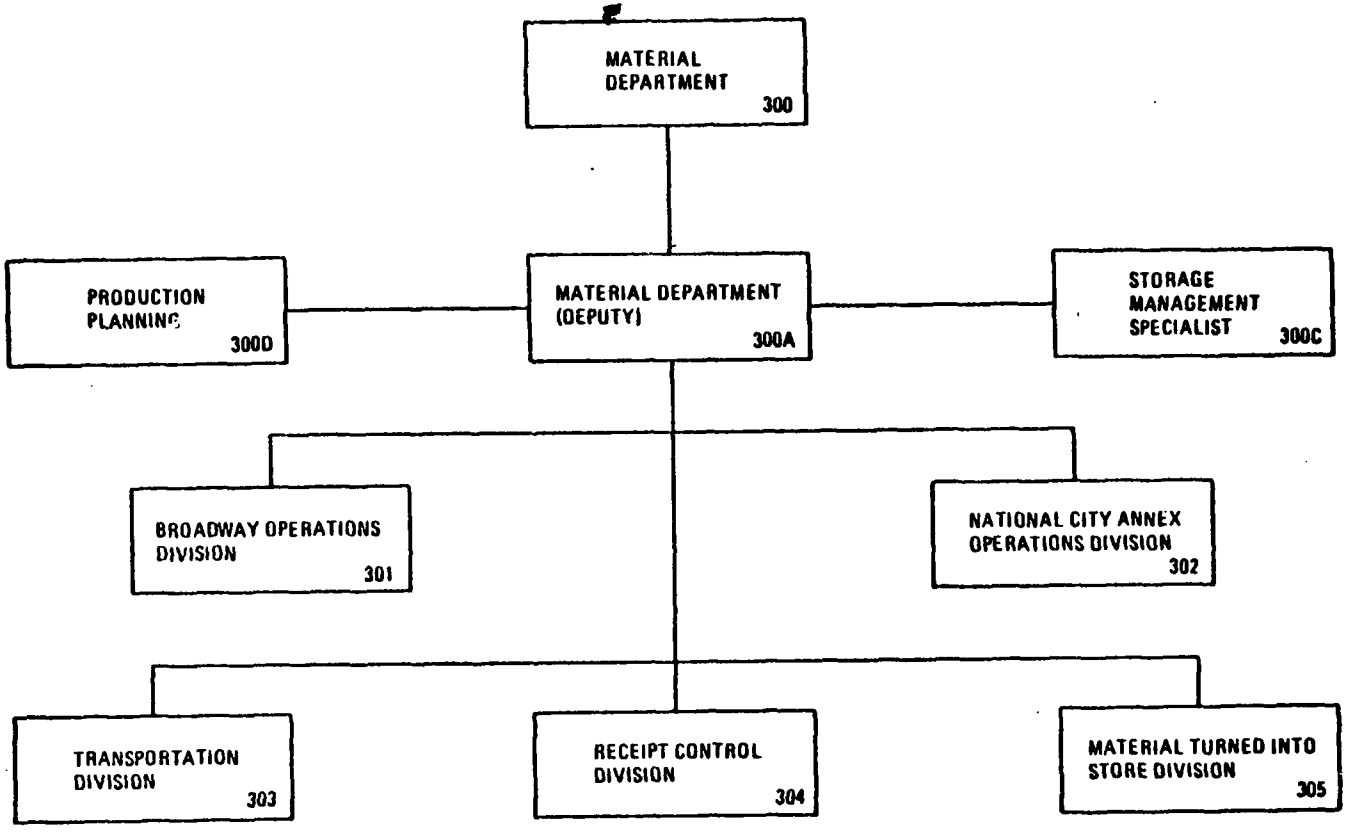

Figure 2: MATERIAL DEPARTMENT ORGANIZATION CHART

A brief summary of each division's functions is presented below [Ref. 1: pp. 19-86]:

1. Broadway Operations Division (Code 301) administers and coordinates the operations of receiving, inspecting, storing, issuing, and packing of all material stored at the Broadway Compound.
2. National City Annex Operations Division (Code 302) administers and directs the functions of receiving, inspecting, storing, issuing, and packing of all material stored at the National City Annex. In addition, they are responsible for the management of all repairable items.
3. Transportation Division (Code 303) sorts local delivery material at both the Broadway Compound and the National City Annex, schedules and operates automotive equipment and straddle trucks for local delivery of material, assigns and operates weight-handling and construction equipment, arranges for water cargo transportation, and coordinates the movement of freight and placement of commercial transportation equipment for loading, unloading, and consolidation of shipments.
4. Receipt Control Division (Code 304) is responsible for the processing of receipt documentation, ensuring compliance between material ordered versus material received, and initiating discrepancy documentation.

5. Material Turned in to Store Division (Code 305) monitors, coordinates, receives, and stores material turned in to store.

As indicated by Figure 3, the Long Beach Annex operation also maintains its own material branch (Code BX3) which is responsible for receiving, inspecting, storing, and issuing all material received by and issued from the Annex. They also have the responsibility of shipping material as required.

C. PHYSICAL FACILITIES

As stated in the background section of this chapter, NSCSD is required to operate a major material distribution system without a totally co-located physical plant. The dispersion of major functions between the Broadway Compound, the National City Annex (five miles to the southeast), and the Long Beach Annex (120 miles to the north) adds a degree of complexity to the integration of their operations which is not faced by the other SER locations. The following subsections delineate the facilities maintained at each location and the uses for which they are employed.

1. Broadway Compound

The Broadway Compound is located on the waterfront at the edge of downtown San Diego. The total complex consists of seventeen major structures of which eight, containing approximately 217,000 square feet of net storage space (gross space excluding structural members, aisles, office spaces, and other fixtures) are utilized for material handling and

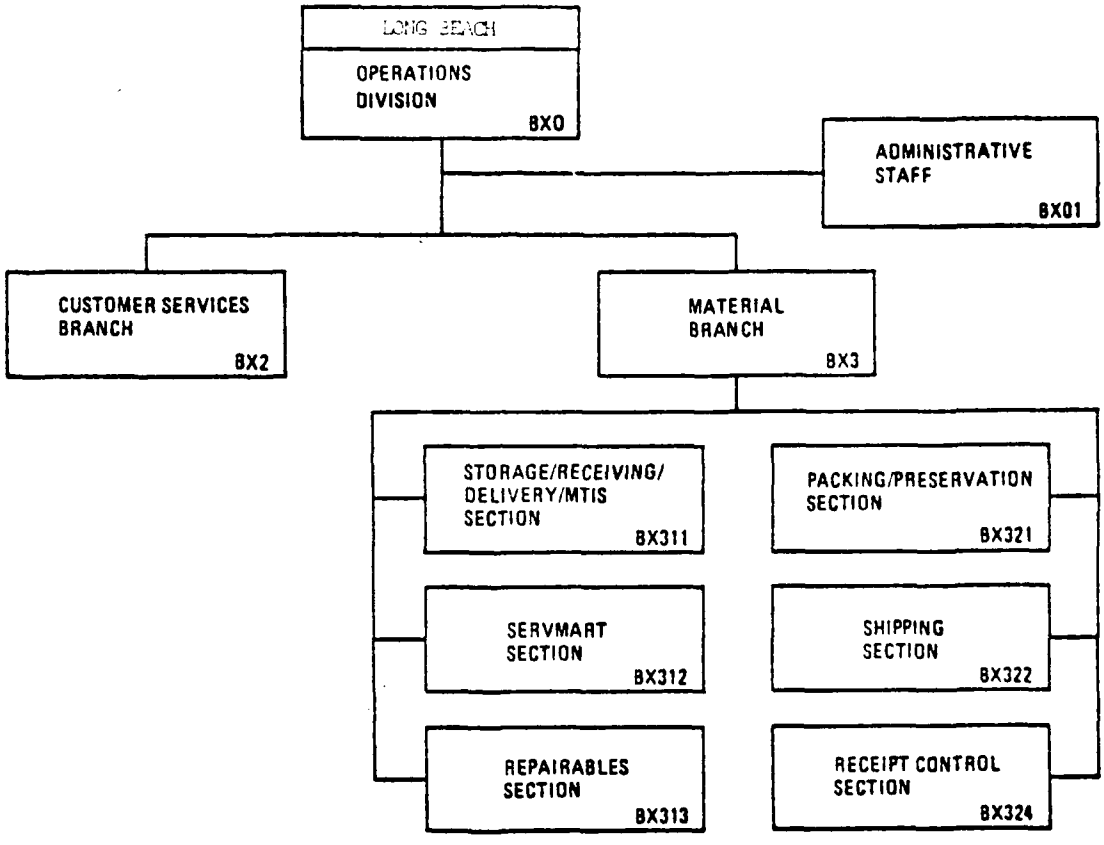

Figure 3: LONG BEACH ANNEX ORGANIZATION CHART

warehousing purposes. Figure 4 portrays the layout of the compound and Table 1 displays by building number the available storage space and material kept in each.

Of particular interest from a facilities standpoint are Buildings 11 (packing and shipping operations) and 12 (binnable storage) since they are the only locations with an automated materials handling system (AMHS). The installed AMHS is a mechanized system consisting of powered pallet and tote pan conveyors serving all seven floors of Building 12 and the packing and staging operations in Building 11. Its automated queuing lotting, and routing capabilities allow material receipts to be placed in a coded tote pan and automatically routed from the receiving area on the ground floor of Building 12 to the correct storage area. Similarly, material being issued can be automatically routed from its storage area to the packaging and preservation section in Building 11.

It should be noted that the use of the AMHS does impose physical restrictions on the size of the material stored in Building 12. Specifically, an individual item cannot weigh more than fifty pounds nor may its dimensions exceed seventeen inches by fourteen inches by eleven inches. Furthermore, the gross size of a receipt is limited to 240 cubic feet. [Ref. 3]

In addition to the AMHS, Building 12 is served by a bulk material handling system (BMHS). The BMHS consists of two

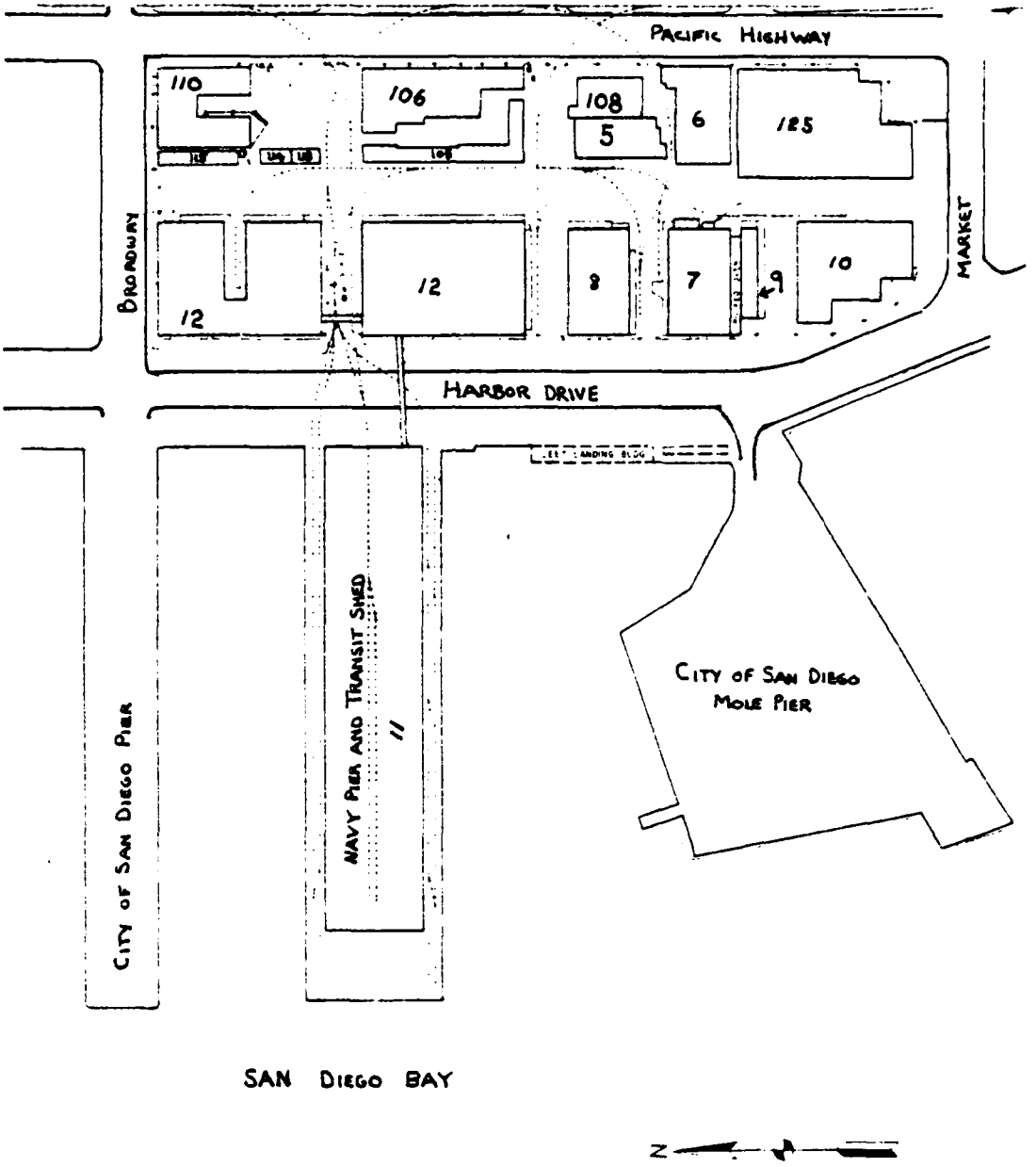

Figure 4: BROADWAY COMPOUND LAYOUT

TABLE 1

BROADWAY WAREHOUSE SPACE/UTILIZATION

BLDG NUMBER	STORAGE AREA	MATERIAL STORED
1	37,288	Bulk storage of active items Pallet rack and bulk storage of inactive items Bin, modular bulk, pallet rack storage of medical supplies
6	10,880	Bulk storage active items Bin and pallet storage inactive items
7	13,178	Freeze and chill provisions
8	8,000	Flammable material
10	13,916	Cleaning supplies and hazardous material
11	13,440	Local delivery and water cargo staging area Packing, bulk storage, and water cargo material
12	103,126	Bin, modular pallet rack storage of active items
125	15,322	Bulk and pallet rack storage of office supplies, misc. items, and alcohol locker

TABLE 1 BROADWAY WAREHOUSE SPACE/UTILIZATION

powered roller bed trucks and a powered transporter dock that allows full pallets to be automatically loaded onto the truck from the dock, or unloaded from the truck to a receiving dock. Due to limitations on the range of adjustments that can be made to the truck roller bed height, the BMHS is primarily used to transport pallets between Building 12 and Building 11. It should be noted that at the time of this study only one BMHS truck was in operation. One vehicle was being used as a cannibalization source for parts to keep the other vehicle in operation.

2. National City Annex

The National City Annex is located within the confines of the 32nd Street Naval Station, which is approximately five miles southeast of the Broadway Compound. The Annex consists of fifteen buildings of which twelve, containing approximately 287,000 square feet of net storage space, are utilized for material handling and warehousing purposes. In addition, the NCA includes approximately 436,000 square feet of improved outdoor storage space. Figure 5 shows the layout of the Annex and Table 2 lists the available storage space and material warehoused by building number. Despite the large volume of material stored and the general uniformity of its size (bulk/full pallets), there currently are no AMHS/BMHS systems in operation. However, the Supply Center is presently executing an extensive warehouse modernization/construction plan which will add significant capabilities in this regard. The major aspects of the plan are discussed later in subsection four.

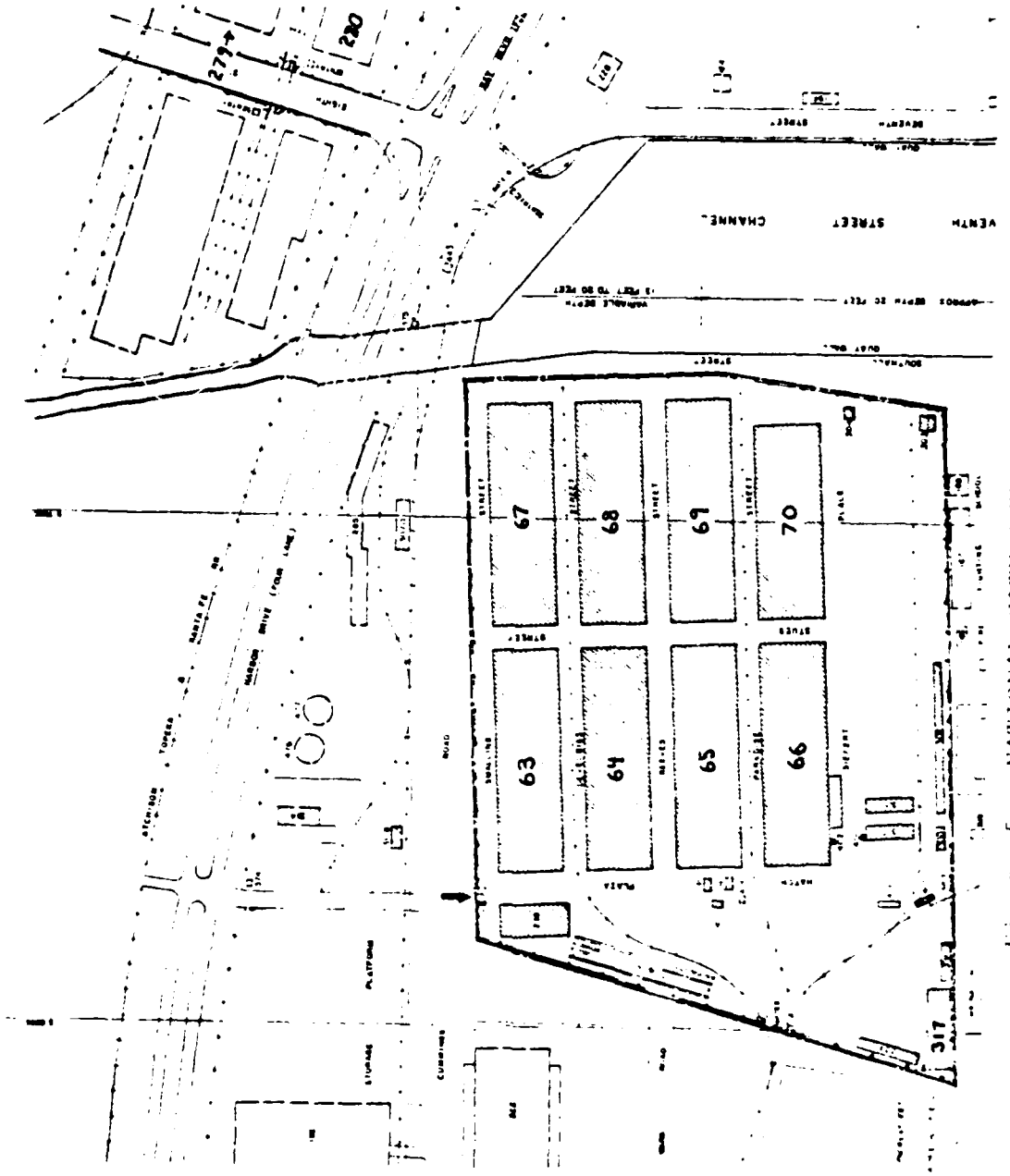

Figure 5: NATIONAL CITY ANNEX LAYOUT

TABLE 2

NCA WAREHOUSE SPACE/UTILIZATION

BLDG NUMBER	STORAGE AREA	MATERIAL STORED
63	26,843	Pallet rack and bulk storage of clothing and overflow non-perishable subsistence
64	15,099	Metal products
65	0	Staging area for outbound cargo and NCA packing branch
66	24,810	Dry provisions
67	24,952	Pallet rack and bulk storage of non-perishable subsistence
68	27,456	Pallet rack and bulk storage of non-perishable subsistence
69	26,496	Pallet rack and bulk storage of construction material
70	0	Receiving and delivery operation
279	28,372	MTIS and SOAP material
280	57,037	NRFI MTR's, wire, cable, and gases
317	5,120	PWRS pallet jacks and acid
319	5,920	Packaged petroleum products
322	44,026	RFI MTR's, clothing, classified equipment and publications, and photographic items

TABLE 2 NCA WAREHOUSE SPACE/UTILIZATION

3. Long Beach Annex

The Long Beach Annex is located in the northwest corner of the Long Beach Naval Shipyard (LBNSY) complex (120 miles north of the Broadway Compound). The Annex consists of four buildings and an open storage area. Of the four buildings, two are exclusively occupied and two partially occupied by the Annex. The first two buildings contain 47,600 square feet, and the latter two 98,372 square feet of net storage space. All buildings are almost exclusively utilized for the material handling and warehousing of repairable material for which the Shipyard is the designated overhaul point. Figure 6 indicates the layout of the Long Beach facility in relation to the Shipyard complex.

4. Expansion/Modernization

Although the facilities expansion/improvement currently in progress at NSCSD is outside the purview of this thesis, it is considered necessary to mention it to preclude readers from drawing incorrect conclusions. Presently, NSCSD is in the process of executing an extensive warehouse construction and modernization program at the National City Annex. The most notable projects, Military Construction (MILCON) Projects P-014, P-033, and P-035 are briefly described below.

a. MILCON P-014 is a supply storage high rise warehouse served by an automated stacker-crane retrieval system designed for bulk material handling. It will add approximately

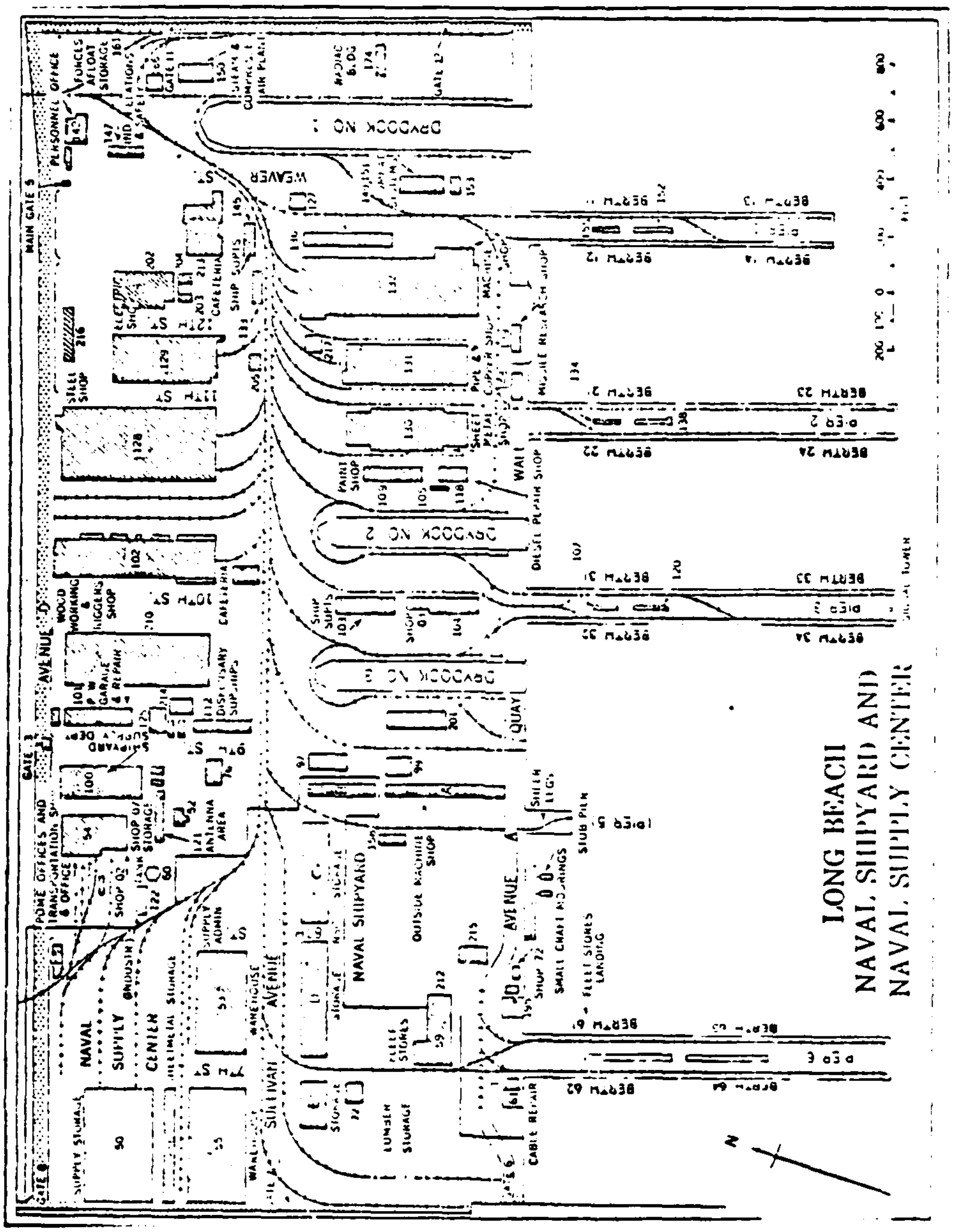

Figure 6: LONG BEACH ANNEX LAYOUT

33,000 gross square feet to Building 66 and will accommodate 10,920 pallets of dry subsistence and clothing items. [Ref. 3]

b. MILCON P-033 will be a supply storage high rise warehouse equipped with the Navy Integrated Storage Tracking and Retrieval System (NISTARS). It will enclose approximately 180,000 gross square feet, and with NISTARS, will provide an automated receiving, storage, and retrieval warehouse with a storage capacity for 85,000 binnable, 23,500 rackable, and 3500 non-rackable items. Upon completion it is intended to relocate all material stocked in Buildings 1, 6, 11, and 12 at the Broadway Compound to the NCA NISTARS warehouse. [Ref. 3]

c. MILCON P-035 provides for the construction at the NCA of a hazardous/flammable materials warehouse of 32,000 square feet with a 25-foot stacking height. It is planned to relocate all material warehoused in Buildings 8, 10 (part will go to P-033), and 125 at the Broadway Compound to the new NCA building. [Ref. 3]

D. DOCUMENT FLOW ANALYSIS

Material requirements (requisitions) are received by NSCSD through three basic avenues: the AUTODIN/DAAS[1] network via

[1]The AUTODIN/DAAS network is a computer controlled automatic addressing system which utilizes high speed transmission lines and microwaves to route DOD message traffic and logistics documents to the required activity.

the Naval Communications Station, San Diego (NAVCOMMSTA); through a NAS North Island (NASNI) and NAS Miramar (NASM) transceiver hook-up in the Customer Service Branch (Code 105); and by offline methods where requisitions come directly into the Customer Service Branch (Code 105). These three basic methods of requisition submission are discussed in further detail in the following paragraphs. Figure 7, Figure 8, and Figure 9 graphically depict these input methods and subsequent document flow.

1. AUTODIN/DAAS Submission

The NAVCOMMSTA receives requisitions from the DAAS network and collects them on computer tape for further transfer to the Supply Center's Automatic Data Processing (ADP) Department. These tapes are sent to ADP fives times daily, at 0100, 0500, 1130, 1630, and 2030. This input point is denoted by 'Block A' near node one in Figure 7. It should be noted at this point that ADP operates three shifts per day, seven days per week. The tapes are then batch processed by ADP through the Uniform Automated Data Processing System (UADPS) program UA38. This batch processing under UA38 is run a minimum of once per shift. If the material requisitioned is carried and on-hand at the Supply Center, a DD 1348-1 issue document will be printed and forwarded to the appropriate warehouse for issue of the material. The "issue processing clock," which is a management tool used to determine how well the supply center does in meeting required issue

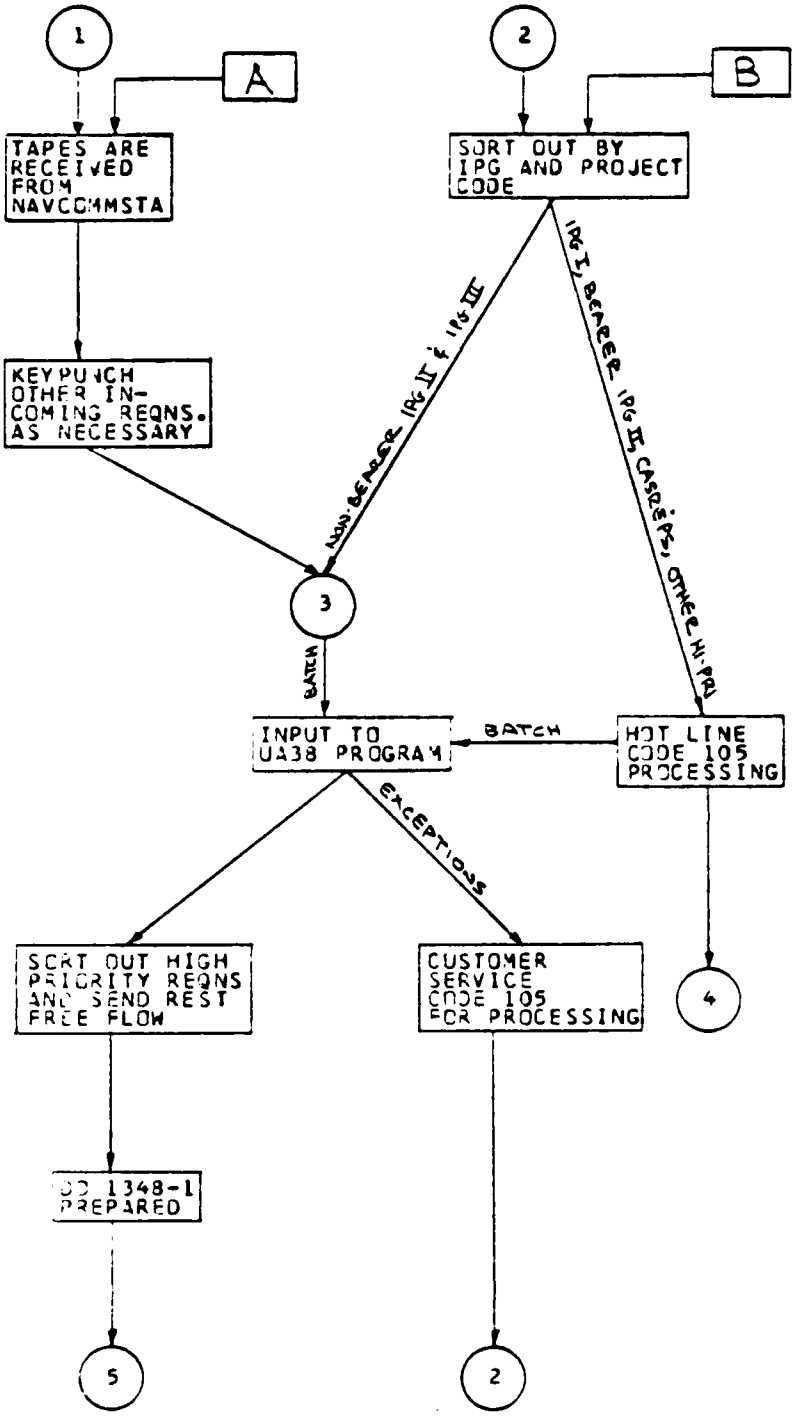

Figure 7: NSC SAN DIEGO ADP REQUISITION DOCUMENT FLOW

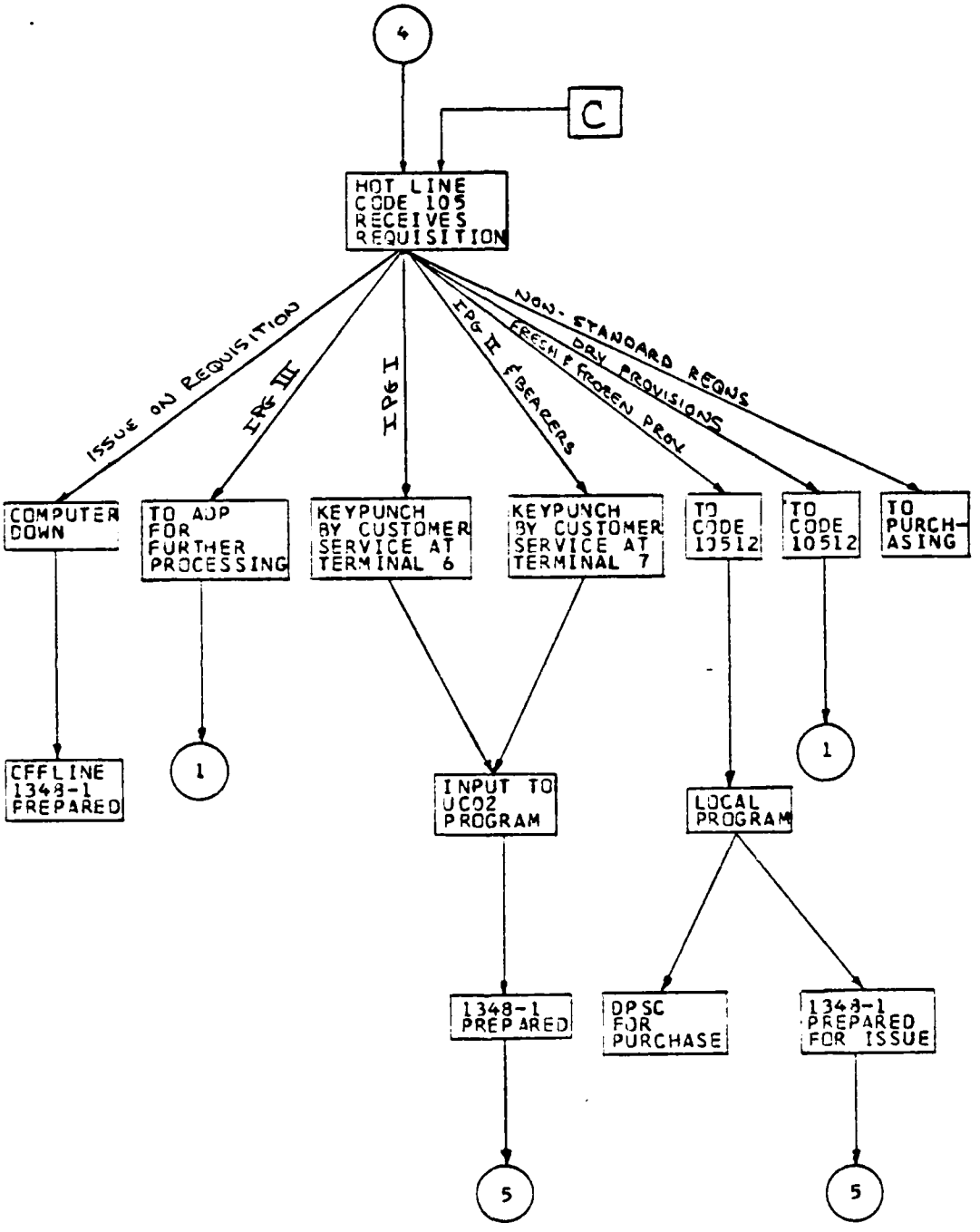

Figure 8: NSC SAN DIEGO CODE 105
REQUISITION DOCUMENT FLOW

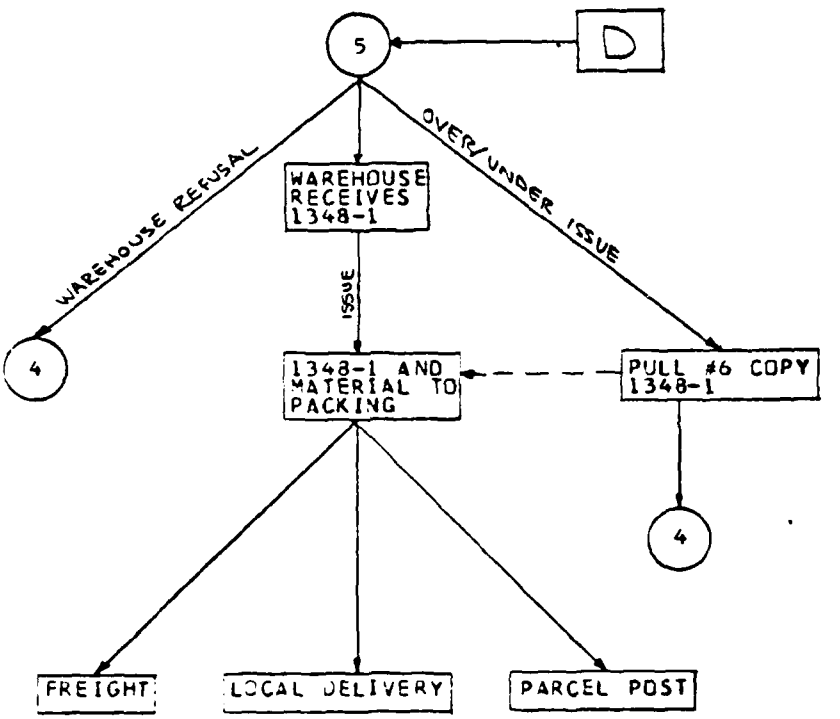

Figure 9: NSC SAN DIEGO ISSUE DOCUMENT FLOW

time frames imposed by higher authority, starts when a requisition is processed through UA38 and stops after the material has been packed for shipment.

If the material is not carried (NC) or not in stock (NIS), a referral order is generated which is automatically passed to the appropriate Inventory Control Point (ICP). Any request that requires some form of manual handling due to an exception or an error will automatically be kicked out of batch processing and routed to the Customer Service Branch for processing/correction in order to be re-input to the UA38 program.

2. Submissions via Transceiver

Requisitions from NASNI and NASM may be received via a transceiver unit. The transceiver sorts requisitions based on issue priority group (IPG) and special project codes and routes them accordingly. The transceiver unit is located in the ADP Department and this input point is depicted by 'Block B' near node two in Figure 7. IPG II requisitions that are not bearer walk-throughs and all IPG III requisitions are routed to the UA38 batch processing program and processed as discussed above. IPG I, CASREP, IPG II bearer walk-throughs, and requisitions with special project codes are routed to the hot line section of Customer Service. The hot line section is a branch of the Customer Service division that is responsible for processing and expediting high priority requisitions. The hot line section then either processes the

requisition as will be discussed below, or inputs it into the UA38 processing chain.

3. Offline Requisition Submission

All requirements that are not submitted via an automated medium come into the Customer Service branch. This input point is denoted by 'Block C' at node four in Figure 8. These requisitions may be received by offline message, mail, telephone, or by bearer drop-off. Depending on the material requested, these requisitions must be manually processed until, when possible, they can be transferred into an automated mode. Figure 8 shows the processing chain for the various types of requisitions submitted directly to Code 105 (Customer Service Division). Note that all IPG I, IPG II, and bearer walk-through requisitions are processed by UADPS program UC02, an on-line, real-time version of the UA38 program.

All DD 1348-1 issue documents for IPG I, CASREP, and bearer walk-through requisitions are prepared on a real-time, on-line basis. Preparation for all other issues is accomplished by batch processing throughout the day with the majority being processed during the third ADP shift. The policy for this processing is that routine issue documents will be delivered to the Material Department by 0630 the following day at the Broadway Compound and by 0700 at the NCA.

Once the DD 1348-1 issue document is delivered to the appropriate warehouse, (refer to 'Block D' at node 5 in Figure 9) the material, if actually available, is picked and the DD 1348-1 processed for issue and delivery. To eliminate an inordinate number of bearer walk-throughs requisitions, the Supply Center also utilizes a rapid issue response system called "Quick Pic." Under this system, urgent material requirements for local customers are submitted to the Customer Service branch. Overnight processing and next day delivery/availability is guaranteed if the material is actually on-hand. The "Quick Pic" document flow parallels that of IPG I and bearer walk-through requisitions.

The next section of this chapter discusses the actual movement of material after it is picked for issue.

E. MATERIAL FLOW ANALYSIS

Although the geographical separation of the Supply Center's facilities complicates several aspects of their operations, its effect is most pronounced in the area of material flow. As will be seen in the following subsections describing the issued material flow at each of the three locations, the amount of material double handling induced by this arrangement appears to be considerable.

Prior to discussing the specifics of each location, it should be stated that in general, material can move throughout the Center in three ways. These are by means of the AMHS/BMHS systems previously mentioned, materials handling equipment (MHE), and automotive vans and trucks.

Table 3 lists the MHE equipment assigned to the Material Department prior to 1 October 1980. This equipment was used primarily to transport unit load material (mainly pallets) in preparation for further delivery. That is, the MHE either moves bulk items from the warehouse storage locations to a central staging area, or it loads the material on another vehicle for delivery. While the above statement is applicable to most of the Material Department's MHE, an exception did exist in the use of straddle trucks assigned to the NCA. In addition to performing the above functions, these particular units are also employed as the primary delivery vehicles for most classes of material transported to 32nd Street customers. They were assigned this task because of their ability to maneuver through pier congestion and handle the average order size.

With regard to the use of vans and trucks for intra-Supply Center movements, NSCSD utilizes this equipment for both scheduled runs of tractor trailer units and for pick up of spotted empty trailers or flatbeds. These particular applications will be discussed, where appropriate, in the subsections below and in the following chapter.

1. Broadway Compound

Figure 10 is a flow chart of the material issue process employed at the Broadway Compound. As can be seen, binnable material issued from Building 12 is transported via the AMHS to the packing area on the second floor of Building 11.

TABLE 3

LIST OF MATERIAL HANDLING EQUIPMENT

CAPACITY	GAS	LPG	ELECTRIC	DIESEL	TOTAL
Forklifts					
2000			23		23
3000			1		1
4000	31	8	44		83
6000	39	2	1	2	43
15000	1			2	3
20000				1	1
Total	70	10	69	5	154
Tiering Trucks					
3000			1		1
4000			6		6
Total			7		7
Platform Trucks					
4000	8				8
15000	2		1		3
Total	10		1		11
Straddle-Carry Trucks					
20000	1				1
30000	5				5
Total	6				6
Pallet Trucks					
4000			1		1
6000			2		2
Total			3		3
Tractors					
4000	2				2
Total	2				2
Crane					
20000				1	1
Total				1	1
Grand Total	88	10	80	6	184

TABLE 3 LIST OF MATERIAL HANDLING EQUIPMENT

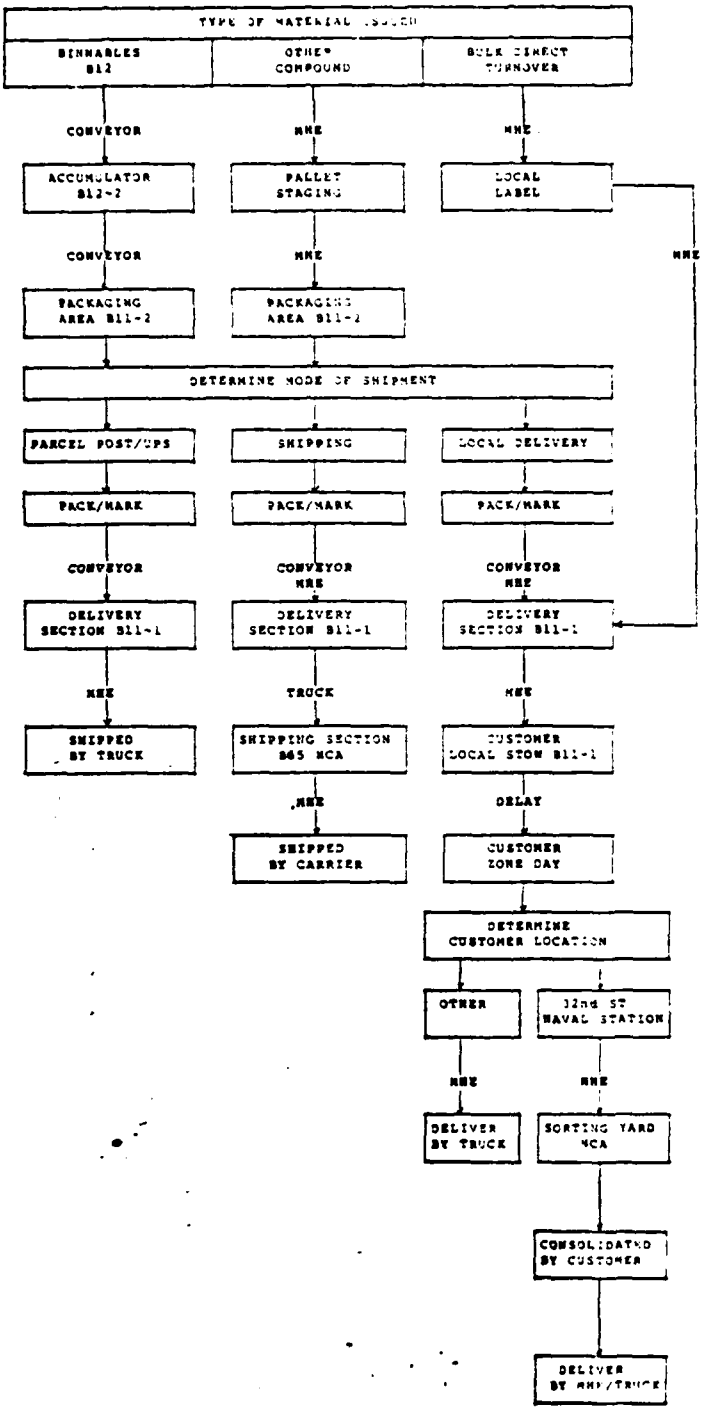

Figure 10: BROADWAY COMPOUND ISSUED MATERIAL FLOW

Once it is packed, the material is forwarded by conveyor to the delivery section located on the first floor of Building 11. At that location it is segregated according to whether the material is destined for local delivery, shipment by parcel post/UPS, or some other means.

If the material is to be sent by parcel post or UPS it is shipped without further movement by the delivery section in Building 11. Conversely, if the material is marked for a local customer the delivery section places it into a local customer storage area where the material is kept segregated by consignee until the customer's next scheduled delivery day (to be discussed in the next chapter). At that time, material not destined for activities located at the 32nd Street Naval Station is loaded by MHE on trucks and delivered. Material for the 32nd Street activities is sent by truck to the sorting yard at the NCA where it is consolidated with other material for that customer prior to its delivery to them.

Material being shipped out of the area by means other than parcel post or UPS was held at the delivery section in Building 11 until transportation was available to take it to the shipping section in Building 65 at the NCA. The Supply Center had a dedicated run consisting of a tractor trailer or flatbed scheduled for this purpose at noon each day.

Bulk material issued from Broadway follows the same general procedures delineated above. The prime difference

is that the material is usually staged in the area adjacent to its storage site, then transported by straddle truck or BMHS vice conveyor, to the staging area on the first floor of Building 11.

2. National City Annex

In many respects, the NCA's material issue process is simpler than that used at the Broadway Compound. As displayed in Figure 11, material picked for local delivery is moved by MHE from its warehouse location to Building 70 where it is segregated and stored by individual customer until their next scheduled delivery day. At that time it is consolidated with the customer's material issued from the Broadway Compound and delivered. Similarly, material destined for parcel post/UPS or for out-of-area shipment by some other means is moved by MHE from its warehouse location to the packaging and preservation section of Building 65. At this point, material is segregated by mode of shipment. The parcel post items are shipped directly from the packaging area while material assigned other transportation modes is forwarded by MHE to the shipping section in Building 65. The material is held at this location only until the requisite documents can be processed and carrier pick-up arranged.

3. Long Beach Annex

The Long Beach Annex has the least complicated material flow pattern of the three locations. Material picked for issue to Long Beach local customers is moved via MHE from

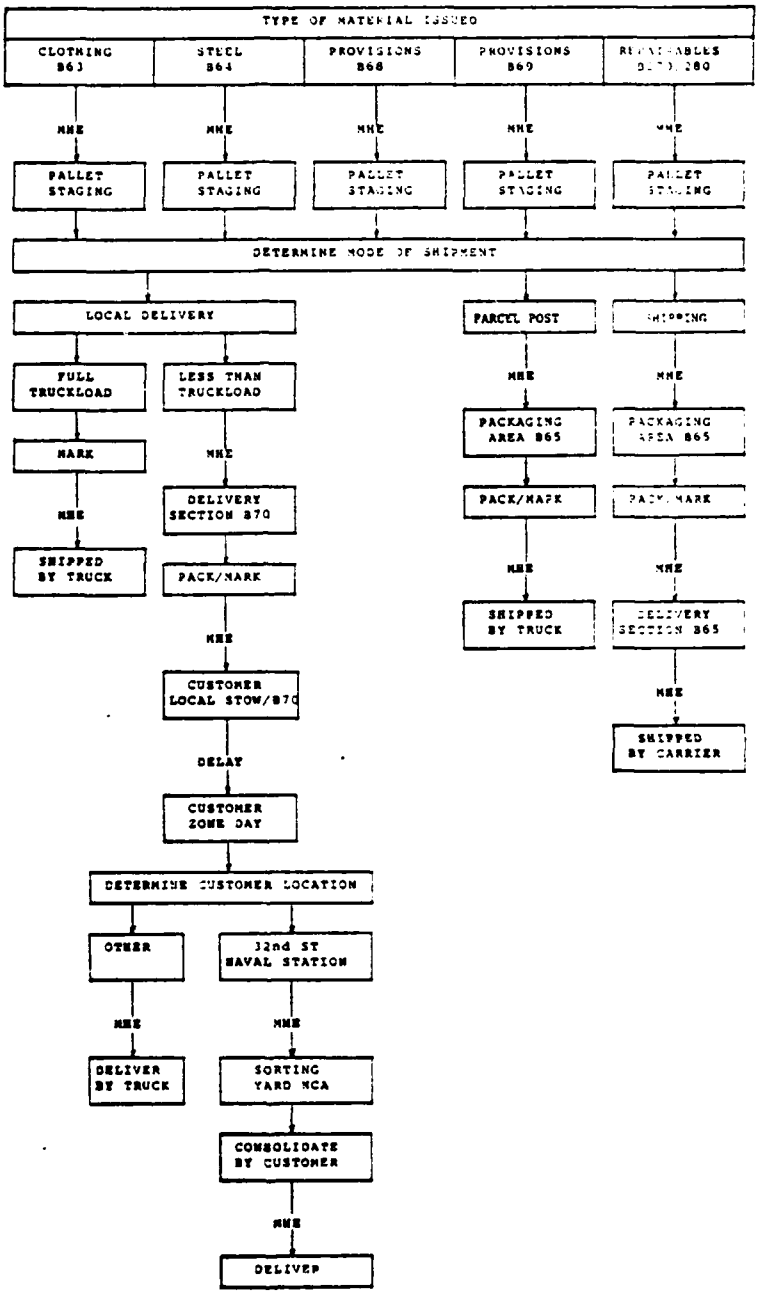

Figure 11: NATIONAL CITY ANNEX ISSUED MATERIAL FLOW

its storage location to the delivery section in Building 53 where it is segregated and stored by customer. Here it is consolidated with incoming local customer material from the Broadway Compound and the NCA and delivered.

Material picked for issue to non-local customers is moved via MHE to the packing and preservation section of Building 50 where it is segregated by mode of shipment and shipped accordingly.

F. VOLUME AND TYPE OF BUSINESS

The purpose of this section is to provide an overview of the volume of business conducted by NSCSD and its apportionment between local and non-local customer support. In addition, where appropriate, statistics pertaining to the Supply Center's effectiveness in meeting material availability and processing standards prescribed by higher authority are presented.

To obtain a picture of NSCSD's overall volume of business, the UA 26 "Supply Distribution and Inventory Control Operations Report" was examined. This report is assembled by the Supply Center on a monthly basis and summarizes such details as the total material requests received and issues made. Compilations of these reports were made for both the twelve-months period between 1 October 1979 and 30 September 1980, and the nine-months period covering 1 January 1980 through 30 September 1980. The second recapitulation was included so that direct comparisons could be made with the

restricted data base used in the local delivery analysis presented in Chapter IV. The numerical results of these investigations are shown in Table 4.

Areas of Table 4 that are of particular interest to this study include the "net" and "point of entry" material availability figures (85% and 63.1% respectively), and the ratio of ashore to afloat unit issues.

The net material availability figure (line 8 under Breakdown of Requests in Table 4) represents the percentage of standard stock material requests from all sources, including local customers and requisitions referred by other supply activities, which were filled from NSCSD stocks. Conversely, the point of entry effectiveness figure (line 11) is constrained to reflect only those requisitions for which NSCSD was the first supply activity to receive the request. Since NSCSD is ordinarily the requisition point of entry for only local customers, this figure can be construed as an indication of the Supply Center's ability to satisfy local customer requirements.

The wide disparity between the two support measures (22.4%) can be explained by the fact that the net material availability figure excludes from consideration any item which is not carried in stock by the Supply Center. As such, it accounts for their success in filling requests for material that they should have had on hand. Conversely, the point of entry effectiveness figure accounts for all standard stock

TABLE 4

SUMMARY STATISTICS OF ISSUES MADE

BREADDOWN OF REQUESTS	1 OCT 79-30 SEP 80	1 JAN 80-30 SEP 80	NAVSUP STD
(1) Total Requests Recvd	1,300,888	1,411,960	
(2) Excluded as Non-std	95,429	77,368	
(3) Req for Std Items	1,705,459	1,334,592	
(4) Std Items NC	470,325	373,551	
(5) Net Requests	1,235,134	961,041	
(6) Std Items NIS	179,504	142,105	
(7) Issues of Std Items	1,055,630	818,936	
(8) Net Matl Avail (7/5)	85.5%	85.2%	85%
(9) POE Requests in (3)	1,456,304	1,143,296	
(10) POE Issues in (7)	918,630	713,936	
(11) POE Effectiveness	63.1%	62.5%	65%
BREAKDOWN OF ISSUES			
(1) Issues to the Fleet	716,305	555,610	
(2) Issues to Navy Act	303,425	237,825	
(3) Issues to Other Act	91,058	69,983	
(4) Total Issues*	1,110,788	863,418	
TOTAL ISSUES BY IPG			
IPG I	38,559	30,460	
IPG II	325,921	253,510	
IPG III	746,308	579,448	
Total	1,110,788	863,418	

*The total issue figure exceeds that of the standard stock issues because the former reflects such items as local stock numbers, cash sales, and non-standard material

TABLE 4 SUMMARY STATISTICS OF ISSUES MADE

requisitions initially submitted to NSCSD regardless of whether or not the Supply Center is supposed to carry the material. As such, it represents not only the success of NSCSD in meeting local requirements, but also the degree to which the ICP's and the Supply Center have established the correct range of items to be stocked.

With regard to the ratio of shore to afloat unit issues the majority (64.5%) were made to fleet units. It is worthy of note, however, that a relatively large percentage (27.4%) of the issues were to Navy shore activities. As will be shown in Chapter IV, the preponderance of these were attributable to local Navy industrial activities such as the Naval Air Rework Facility (NARF) North Island, Long Beach Naval Shipyard (LBNSY), and Ship's Intermediate Maintenance Activity (SIMA), San Diego. This assumes appreciable importance when reviewing the local delivery system because of the ramifications that different service levels can have on production scheduling.

The UA26 report also contained several interesting statistics relating to shipment time frames. For example, the report delineates the total number of items shipped in each of the three issue group categories, and the number of these that were shipped within prescribed time frames. The shipment statistics for the same twelve and nine-months periods are shown in Table 5.

TABLE 5

BREAKDOWN OF SHIPMENTS

	12 MONTHS		9 MONTHS	
	Number	% Shipped on Time	Number	% Shipped on Time
IPG I	34,300	92.4%	26,959	92.5%
IPG II	299,281	89.6%	232,675	91.0%
IPG III	663,679	95.7%	507,041	95.6%
Total	997,260	93.7%	766,675	94.1%

As can be seen from Table 5, the greatest volume and highest percentage of "shipped on time" are associated with IPG III requisitions. The greater shipping effectiveness in this area can, perhaps, be attributed to the more lenient time standards related to that issue group.

As mentioned at the beginning of this section, the intent was not only to describe the overall volume of business conducted by NSCSD, but also to consider its apportionment between local and non-local customer support. Although the UA26 report does not provide any information in this regard, the data was extractable from NSCSD's DHF.[2] This allowed an approximation of the Supply Center's work load between local and non-local customers.

[2]This was done by sorting and summing the file on the status code and mode of shipment fields as a unique mode of shipment code (Code "9") should be assigned for all local deliveries.

Analysis of the DHF for the period 21 November 1979 through 30 September 1980 revealed the statistics shown in Table 6.

TABLE 6

MODES OF MATERIAL SHIPMENT

MODE OF SHIPMENT	% OF ISSUES
(1) Local Delivery	79.25%
(2) Item Processed for Shipment to Local Customer but Mode not Specified	8.25%
(3) Item Processed for Shipment Out of Area but Mode not Specified	.73%
(4) Motor/Truck	1.03%
(5) Other Land	.13%
(6) Parcel Post	8.50%
(7) UPS/Mail	.72%
(8) Logair/Quicktrans	1.10%
(9) Other Air	.06%
(10) Water Cargo	.13%
Total	100.00%

Table 6 indicates that at least 79.25 percent, and most probably 87.5 percent (1+2) of all the issues made by NSCSD were for local customers. It also indicates a possible documentation or material flow problem at the Supply Center. As shown, 8.98 percent of all issues were designated as being processed for release and shipment (status code 'BA') with no mode of shipment ever being specified. Constraining the analysis to issues made on or before 30 September 1980 eliminated the delay involved between generation of the issue document and shipment as a possible explanation because the DHF was updated for least another 31 days. Therefore, it must be presumed that the situation was attributable to either lost documents and/or lost material. While time constraints prevented investigation of this area, further study appears warranted.

For the purposes of this thesis, it was assumed that all material processed for release to local customers was, in fact, shipped. Thus, the 87.5 percent figure was utilized as the local customer share of NSCSD's work load.

III. LOCAL DELIVERY SYSTEM

A. BACKGROUND

The objective of this chapter is to document the system employed by the NSCSD to deliver material to local customers. To this end, the following sections will discuss: identification of the local customer base, the Supply Center's local delivery organization and assets, and the services it provides. It should be noted that this examination is limited to only those deliveries affected under the auspices of NSCSD, and as such, does not consider delivery or transportation services performed by the Supply Center's customers.

B. LOCAL CUSTOMER BASE

Before an analysis of NSCSD's local delivery system could commence, it was necessary to first determine who the local customers were. To do so, two primary criteria were used; distance from NSCSD's facilities and requisition activity. For the purpose of this study, activities were considered as local customer candidates if they were either located within a 100-mile radius of NSCSD's Broadway Compound or were residents of the Long Beach Naval Station. Application of this initial standard to the Navy Material Transportation Office's (NAVMTO) Fleet Freight Forwarding Guide (FFFG), NSCSD's Name and Address file, Commander Naval Surface Forces, Pacific (COMNAVSURFPAC) organization chart, and Commander Naval Air

Forces, Pacific (COMNAVAIRPAC) organization chart generated a list of over 800 potential recipients of the local delivery system's services.

This initial compilation was further refined by requiring that an actual "local customer" must have requisitioned and received, via local delivery, material from the Supply Center. The reason that this constraint was imposed is that, in dealing with a local delivery system, one is concerned with scheduling an efficient distribution of material to those who use it. To include those that have not received (and because of their small size or special circumstances most probably will not receive) material would lead to a distortion and probable dilution of the effectiveness of system scheduling and planning.[3] In many respects their inclusion would be akin to a department store basing its sales projections for a particular item solely on the total population of an area instead of past market experience.

The method employed to accomplish the above was basically the same as that discussed in Chapter II for apportioning the Supply Center's work load between local and non-local customers. Simply restated, the authors sorted the NSCSD DHF tapes by unit identification, status, and mode of shipment codes. The resulting list of activities was then validated by comparison with the candidate list described above, and in a few

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[3]Customers who pick up their own material were therefore excluded.

questionable cases, contact with NAVSURFPAC and NAVAIRPAC staffs. This process culminated in the identification of 352 local customers, of which 188 were shore activities and 164 were afloat commands. They are listed by major geographical area in Appendix A.

Most of the activities delineated in Appendix A are physically located with other units of their type within the confines of major military reservations. Most notable among these are the concentration of: afloat and ashore aviation units at NAS's North Island and Miramar; afloat and ashore surface units at the 32nd Street Naval Station, NSY Long Beach, and NAB Coronado; training units at NTC San Diego; afloat and ashore submarine units at the Submarine Support Facility Point Loma; and Marine units at the Marine Corps Recruit Depot (MCRD) and Camp Pendleton. Due to the closeness of the individual commands on these reservations, discussions of distances except in the aggregate to these geographical clusters would unnecessarily complicate the planning parameters. Figure 12 is a map showing the relative location and approximate distances of these major customer centers from NSCSD's Broadway Compound. In addition, it also displays major access routes to them.

Any analysis of the local distribution system should not only be concerned with who the local customers are, and their distance from the Supply Center's facilities, but also the amount of time required to deliver material to them.

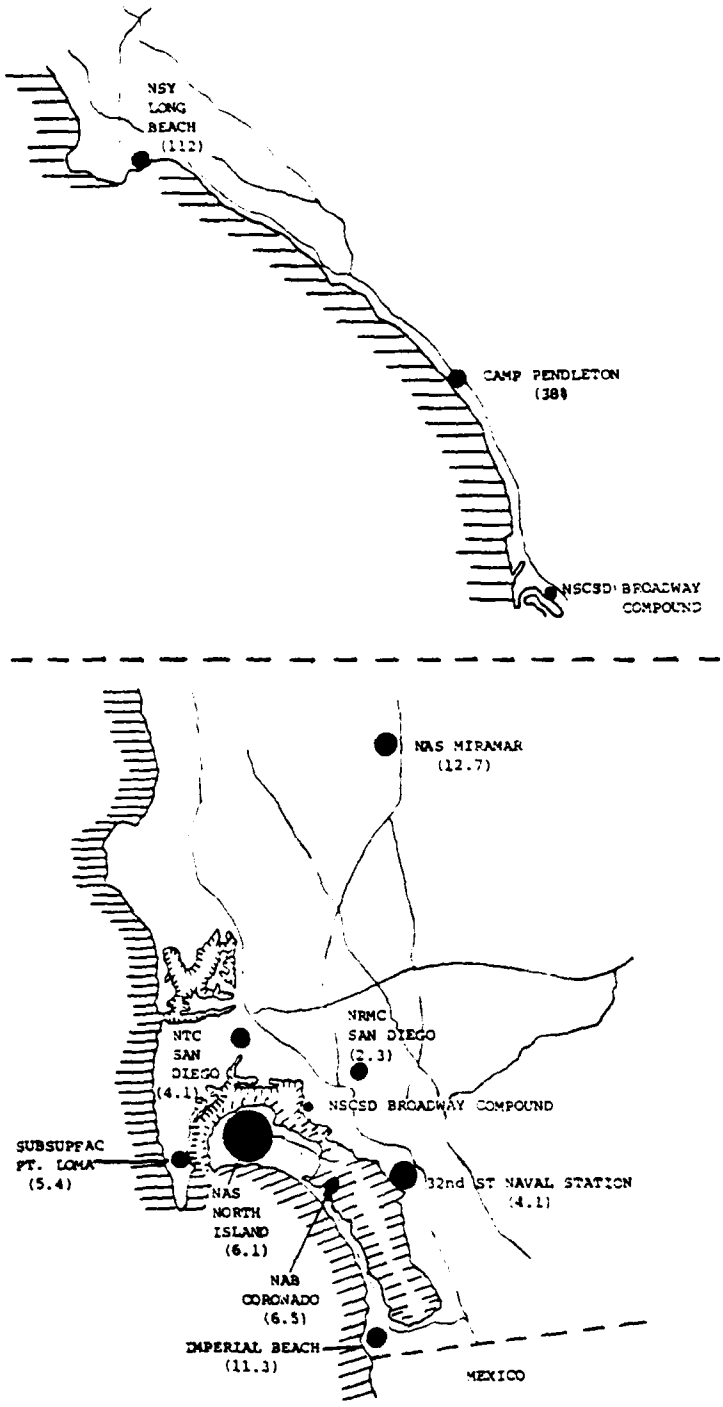

Figure 12: NSCSD MAJOR CUSTOMER CENTERS

Unfortunately the authors experienced two problems in attempting to quantify the amount of time taken to deliver material to specific customers. First, the myriad of alternate routes to the customers, in conjunction with the concentration of activities in geographical clusters, meant that the use of over-the-highway distance time computations would be highly questionable. Secondly, individual customer service times were neither constant nor deterministic. The large variance in the amount of material delivered to a specific customer on a given day or run (see Chapter IV) induces a similar large variance in offload times. Therefore, individual customer service times had to be viewed as random variables. Furthermore, the absence of any statistical information pertaining to the probability distributions prohibited formulating any defensible statements about service time beyond the simple aggregate mean figures presented by Clausen. [Ref. 4: pp. 24-25]

Given the above factors, only certain general statements may be made concerning the delivery time factor. First, vehicles destined for all of NSCSD's local customers, except Long Beach, commence their daily runs at approximately 0800. The scheduled Long Beach delivery leaves NCA at approximately 0300. Secondly, the survey of NSCSD driver logs done by Clausen indicated that each driver spent approximately 31 percent of his time traveling, 33 percent offloading material at customer locations, and 36 percent loading material at

the depot or performing administrative functions. Lastly, according to the transportation hold time figures quoted by Clausen [Ref. 4: p. 25] and reproduced in Table 7, there was an appreciable delay incurred between the time that material was turned over to the transportation organization and its actual delivery.

TABLE 7

NSCSD TRANSPORTATION HOLD TIMES

MONTH	IPG I	IPG II	IPG III
APR 80	1.55	4.52	7.19
MAY 80	.84	2.44	8.81
JUN 80	1.06	4.08	9.97
JUL 80	--------NOT AVAILABLE--------		
AUG 80	.59	2.58	9.87
SEP 80	1.22	4.34	9.14
NAVSUP STD	1.00	3.00	7.00

C. LOCAL DELIVERY ORGANIZATION AND ASSETS

The Delivery Branch (Code 3032) is responsible for all local delivery operations. As displayed in Figure 13 it organizationally falls within the Material Department's Transportation Division (Code 303). The branch itself is divided into two sections, the Broadway Delivery Section (Code 30321) and the National City Annex Section (Code 30322). These two sections have, among other functions, the following responsibilities: [Ref. 1: pp. 19-86]

1. Maintain in-transit storage facilities for material awaiting shipment/delivery from Building 11 at the Broadway Compound and NCA.

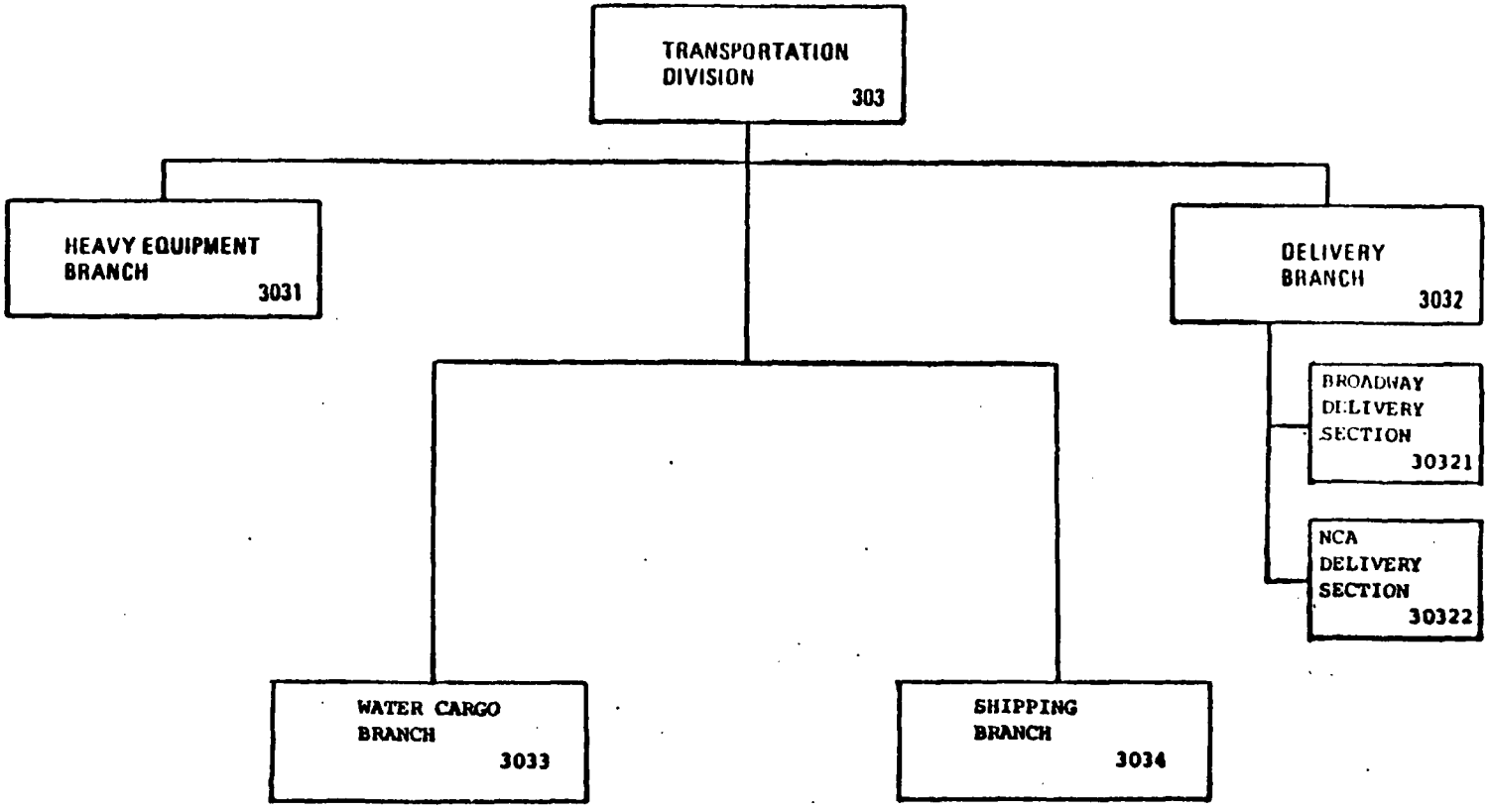

Figure 13: NSC SAN DIEGO LOCAL DELIVERY ORGANIZATION

2. Assemble, segregate, and accomplish physical disposition of in-transit material.
3. Consolidate material by destination, activity/geographical area into larger shipping units; serve as a shipment consolidation point for local delivery.
4. Deliver material to ships and shore stations.
5. Assign, schedule, and dispatch automotive equipment and straddle trucks.

Figures 14 and 15 depict the Code 30321 and Code 30322 organizations, respectively. The actual employment level for these two sections averaged approximately fifty personnel during the period 1 October 1979 through 30 September 1980 (FY80).

The majority of the vehicles/equipment used in providing local delivery services are rented on a monthly basis from the Public Works Center, San Diego (PWCSD). While drivers are available from PWCSD, the rental method chosen by NSCSD covers only the availability and maintenance of the units. Under this arrangement, NSCSD is responsible for providing its own drivers, scheduling maintenance, and fueling the vehicles. Table 8 presents a list of the vehicles/equipment so leased.

The remaining local delivery carrying capacity is provided by NSCSD MHE and two commercial contracts. The MHE utilized for delivery of material to local customers is

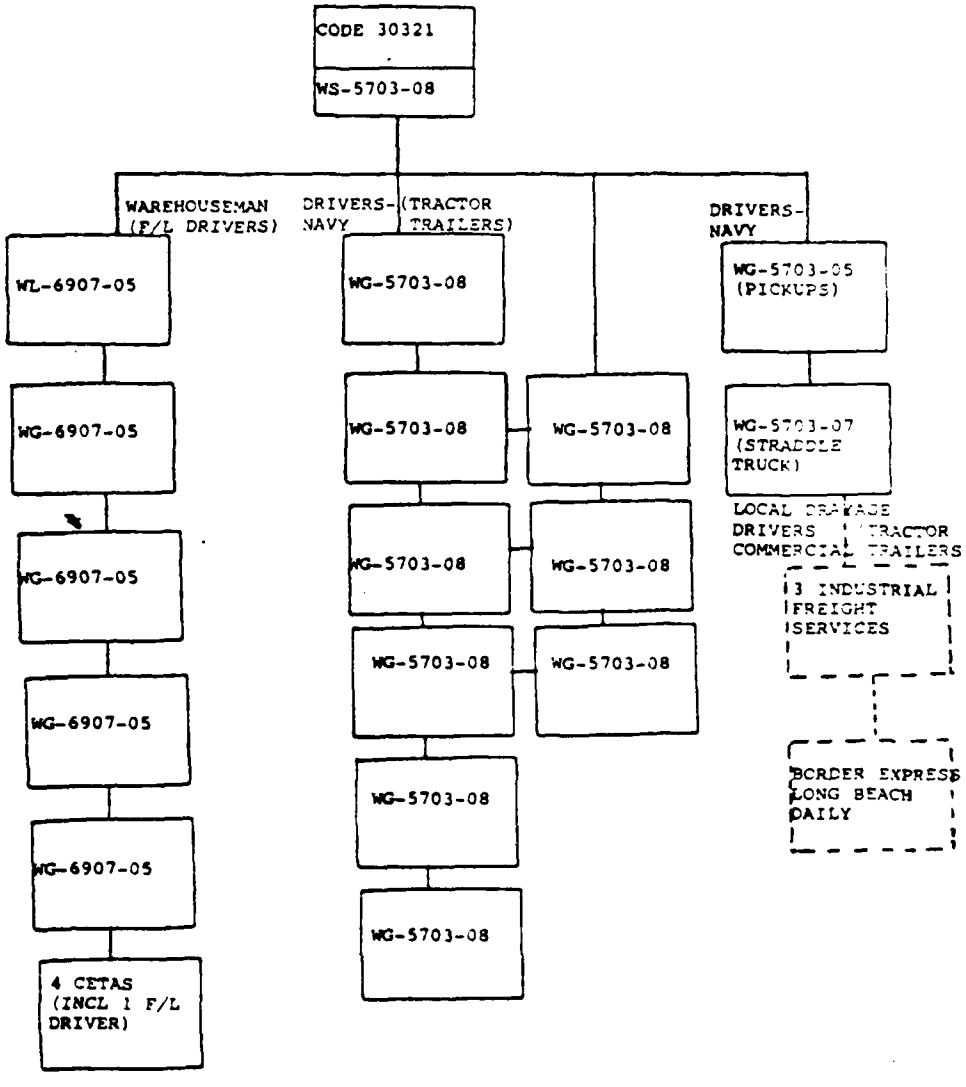

Figure 14: CODE 30321 ORGANIZATION CHART

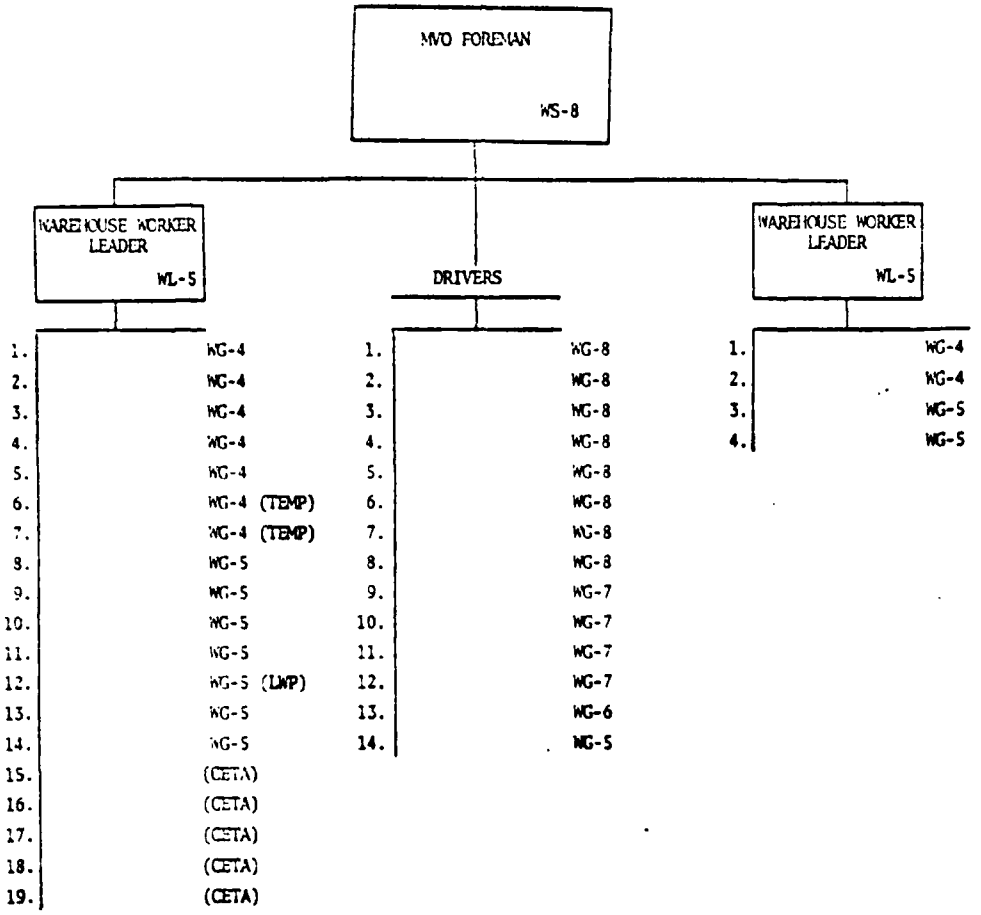

Figure 15: CODE 30522 ORGANIZATION CHART

TABLE 8

LOCAL DELIVERY VEHICLES/EQUIPMENT

NAVY VEHICLES

TYPE	QTY
Truck, 1/2 ton Pickup	3
Truck, 5 ton Van	1
Truck, 5 ton Refrigerated Van	1
Tractor, 5 ton	0
Tractor, 7 1/2 ton	3
Tractor, 10 ton	5
Van, 20 ton Refrigerated	6
Van, 40 ft.	8
Trailer, 32 ft. Flatbed	11
Trailer, 40 ft. Flatbed	22
Trailer, 45 ft. Lowboy	1
Trailer, 55 ft. Lowboy	1

COMMERCIAL VEHICLES

TYPE	QTY
Tractor, 5 ton	5
Tractor, 7 1/2 ton	1
Tractor, 10 ton	1
Trailer, 40 ft. Van	2
Trailer, 40 ft. Flatbed	5

TABLE 8 LOCAL DELIVERY VEHICLES/EQUIPMENT

generally limited to the four NCA straddle trucks. Since by law they may not travel on public roads or highways, they are confined to serving ashore and afloat customers located at the 32nd Street Naval Station. Of the two commercial contracts, one is a "local drayage" contract with Industrial Freight Systems. By its nature this contract can only be used to augment delivery capabilities in the metropolitan San Diego area. The other arrangement is a commercial carrier rental contract with Border Express which is employed to increase the delivery capacity to Long Beach. The commercial equipment available under these arrangements is listed at the bottom of Table 8.

The carrying capacities of the individual pieces of equipment vary significantly. They range from a high of approximately 1200 cubic feet or thirty measurement tons for the twenty-ton refrigerated vans, to a low (excluding pickup trucks) of seven pallets for the straddle trucks. In general, the 32-foot, 40-foot, 45-foot and 55-foot flatbeds and lowboys can, if not double stacked, handle 14, 18, 22, and 26 measurement tons respectively.

D. DELIVERY SERVICES PROVIDED

The NSCSD local delivery system utilizes scheduled dedicated runs, semi-scheduled dedicated runs and customer zone deliveries, and irregular and/or expedited dispatch to distribute material to its local customers. However, before proceeding with a discussion of these delivery methods,

several points must be recalled concerning the Supply Center's material flow and utilization of delivery equipment.

With regard to material flow, it must be remembered that all three primary NSCSD locations (Broadway Compound, NCA, and Long Beach Annex) make deliveries to local customers. Deliveries of GSK material and semi-perishable subsistence items destined for 32nd Street Naval Station activities are made by the NCA local delivery section even if the shipment originated from one of the other NSCSD locations. In such cases, the non-NCA material is consolidated at Building 70 with NCA material for the same customers before delivery to them. Similarly, deliveries to Long Beach local customers are made by the Long Beach Annex after sorting and consolidating the material in Building 53. Deliveries to other activities in metropolitan San Diego and to Camp Pendleton are made by either the NCA or Broadway Compound local delivery sections depending on where the material is warehoused.

The primary exception to the above is that frozen and chill subsistence items and fresh fruits and vegetables are delivered to local customers directly from the Broadway Compound and California Ice and Storage Company (Cal Ice) warehouses where they are stored. The Cal Ice facility is located approximately 2.5 miles southeast of the Broadway Compound.

The other point to remember is that NSCSD employs a variety of equipment to deliver material to its local

customers. As was mentioned in the last section, trucks or tractors pulling trailers or vans are utilized to make all deliveries except to 32nd Street Naval Station customers (particularly ships) where straddle trucks are used. With the exception of high volume dedicated runs, trucks and tractors normally haul material for several customers at the same time. Straddle trucks, on the other hand, are highly maneuverable vehicles specifically designed to carry palletized loads short distances. As such, they are well suited to serving fleet and shore activities at the 32nd Street Naval Station because of their ability to operate in congested areas and the closeness of the customers (all are located within 1.7 miles of Building 70). However, their maximum carrying capacity is seven pallets at once, therefore they are generally limited to serving only one customer before returning to the Annex for another load. It should also be noted that the NCA provides forklift trucks to the 32nd Street ships to aid in unloading trucks from either the Broadway Compound or Cal Ice.[4]

With that as background, the following subsections will define each of the four delivery modes and address who receives the service. In addition, this section will conclude with a brief description of the system's actual daily operation.

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[4] Forklifts are provided by NCA when the volume of the delivery warrants their use.

1. Scheduled Dedicated Runs

These runs are considered to be those where both the frequency of delivery and the time of equipment departure from the Supply Center are published in advance. In general, they are utilized by NSCSD only when the volume of material to be delivered is both high and relatively constant. Table 9 displays these runs, their frequency, time of departure, and destinations. It is worthy of note that the majority of them are used for intra-Supply Center movements of material from the Broadway Compound to the NCA or from the Broadway Compound and NCA to the Long Beach Annex. The reason for this is assumed to be the more predictable movement volumes based on the consolidation of customer orders.

2. Semi-Scheduled Dedicated Runs

These runs are considered to be those where the basic frequency of delivery, and thus the customer's knowledge that the material will be delivered on a specific day, is promulgated in advance, but not necessarily the time of day of actual delivery. As can be seen from Table 10, these runs are primarily used to provide provisions to large ashore enlisted dining facilities and general material to industrial activities.

3. Semi-Scheduled Customer Zones

As can be seen from the above subsections, dedicated runs are reserved for only the largest of NSCSD's local customers. The vast majority of deliveries are affected

TABLE 9

SCHEDULED DEDICATED RUNS

FREQ	TIME	DESTINATION	CARGO
Daily	0330	Long Beach Annex	GSK*
Daily	0830	Navsta Servmart	GSK
Daily	0930	NCA Bldg 270, PWCSD, Supship, and Quick Pic material	GSK
Daily	1000	NCA Bldg 70	GSK
Daily	1200	NCA Bldg 65	GSK
Daily	1300	NASM and Servmart	GSK
Tue/Thu	0400	Long Beach Navsta	Subsistence

*GSK - general stores material (all material other than subsistence)

TABLE 9 SCHEDULED DEDICATED RUNS

TABLE 10

SEMI-SCHEDULED DEDICATED RUNS

FREQ	DESTINATION	CARGO
Twice daily	32nd St. Piers	Subsistence(F/Ch)
Twice daily	32nd St. Piers	Subsistence(Fr)
Daily	32nd St. Piers	GSK
Daily	All shore activities	GSK
Daily	NCA Bldg 70	GSK
Daily	Long Beach Annex and Servmart	GSK
Twice weekly	LBNSY	GSK
Twice weekly	NASNI afloat units	Subsistence(F/Ch)
Twice weekly	MCRD	GSK
Weekly	32nd St. EDF	Subsistence(F/Ch)
Weekly	NASM	Subsistence(F/Ch)
Weekly	Camp Pendleton	Subsistence(F/Ch)
Weekly	NRMC Balboa	Subsistence(F/Ch)
Weekly	NASNI EDF	Subsistence(F/Ch)
Weekly	Amphib Base	Subsistence(Fr)
Weekly	NASNI EDF	Subsistence(Fr)
Weekly	Camp Pendleton	GSK
Weekly	Property Disposal	Excess Property

Note: the time of departure and actual number of runs varies with the workload

Legend: F - Frozen Subsistence
Ch - Chill Subsistence
Fr - Fresh Subsistence
GSK - General Stores Material (all material other than subsistence)

TABLE 10 SEMI-SCHEDULED DEDICATED RUNS

under a customer zone delivery plan. Basically the plan entails dividing the local area into eleven geographical areas (zones) and scheduling deliveries to customers in these zones on a predetermined day of the week schedule. Figure 16 displays the current construct of the delivery zones (and is annotated with the major customers in each) and Table 11 lists the current zone delivery schedule. Table 12 presents a more detailed breakdown of the zones by major customer concentrations and will be referred to periodically. The reader is referred to Appendix A for a complete list of the customers in each zone.

The zone delivery arrangement was instituted because, in general, the amount (both of weight and cube) and regularity of material delivered to the majority of local customers was insufficient to warrant a dedicated scheduled delivery. By utilizing the zone delivery plan, NSCSD is able to consolidate material movements in order to more efficiently utilize their delivery resources and thus reduce the cost per measurement ton (M/T) of material moved. It must be realized though, that while this may be advantageous to the Supply Center, it does create problems for the receiving activities. The most notable of these is that on any given delivery day the activity is not aware of whether or not they will receive material, let alone how much or at what time of the day. As a result, receiving activities are precluded from doing any advance receipt planning and quite

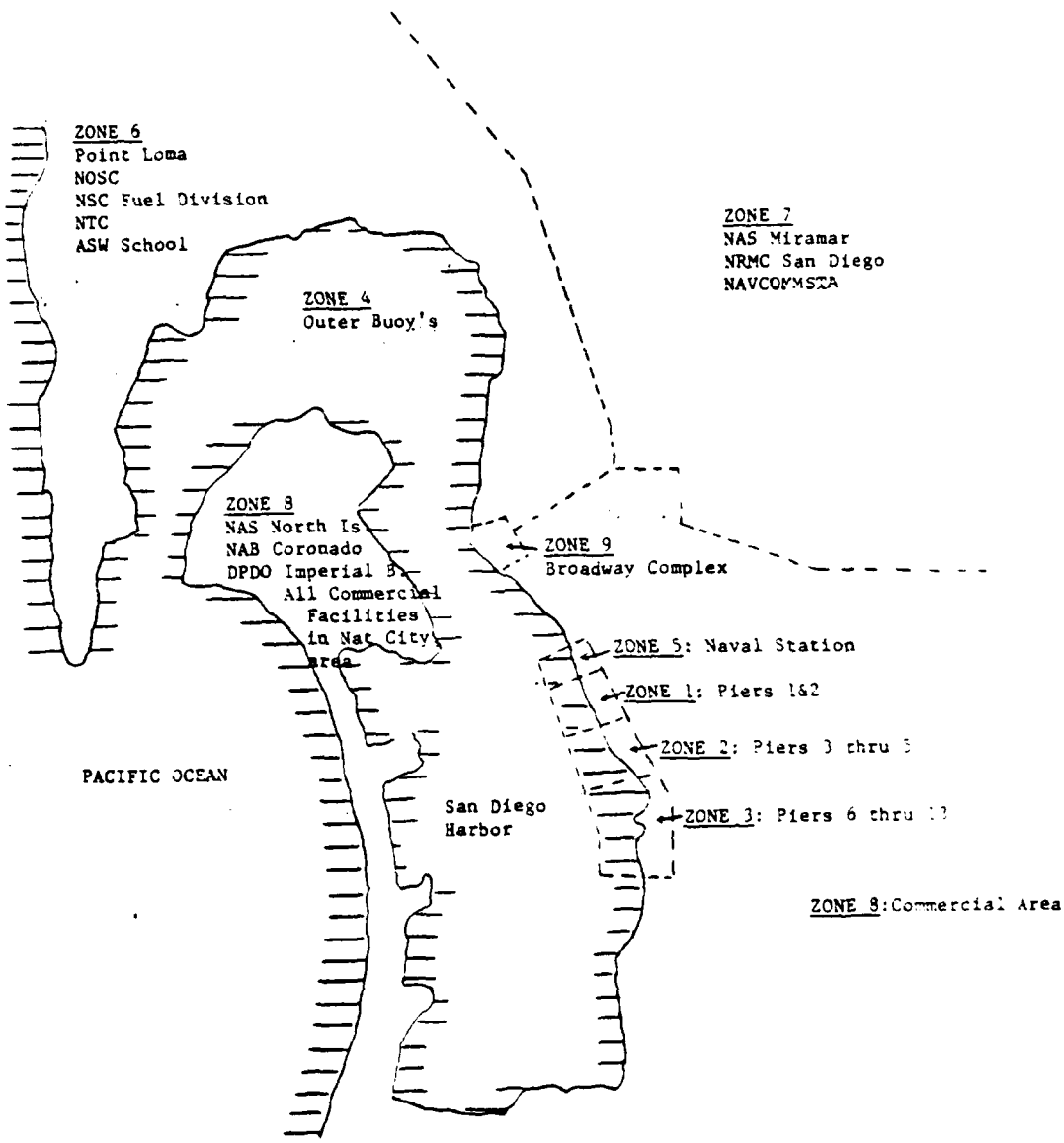


Figure 16: NSC SAN DIEGO DELIVERY ZONES

TABLE 11

ZONE DELIVERY SCHEDULE

ZONE	DAYS DELIVERED
1	Monday/Thursday
2	Monday/Thursday
3	Tuesday/Friday
4	Monday thru Friday (as required)
5	Monday/Wednesday
6	Tuesday/Thursday
7	Monday/Wednesday
8	Tuesday/Friday
9	Monday thru Friday (as required)

TABLE 11 ZONE DELIVERY SCHEDULE

TABLE 12

NSC LOCAL CUSTOMERS AND ZONE DESCRIPTIONS

ZONE NUMBER	LOCATION/ DESCRIPTION	CUSTOMERS
1,2,3,4	Afloat:	
	32nd Street Piers 1-13 and outer buoys	
	Afloat	84
	Aviation Dets	3
5	Central:	
	32nd Street Complex & Naval Station	
	Afloat	2
	Aviation Dets	1
	Ashore	19
6	Northwest:	
	Submarine Support Facility	
	Afloat	29
	Ashore	4
	Naval Training Center Area	
	Ashore	8
	Point Loma Area	
	Ashore	5
	All Others	
	Afloat (USCG)	1
	Ashore	19
7	Northeast:	
	NAS Miramar Area	
	Air Squadrons	17
	Ashore	6
	Naval Hospital	1
	All Others	10
8	National City South & Coronado Peninsula:	
	NAS North Island	
	Air Squadrons	20
	Afloat	8
	Ashore	18
	Coronado	12
	All Others	10
9	Broadway Complex Shore Units	5
P	Camp Pendleton	
	Squadrons & Groups	3
	Battalions	9
	Others	12
LB	Long Beach	
	Afloat	35
	Ashore	11

TABLE 12 NSC LOCAL CUSTOMERS AND ZONE DESCRIPTIONS

often must interrupt other scheduled evolutions in order to receive the delivered material.

4. Irregular/Expedited Dispatches

This method of delivery is utilized when circumstances prevent using one of the other scheduling methods. They occur when either the criticality or volume of material calls for some type of special handling and/or delivery. Therefore, these runs are always scheduled on an as-required basis.

Regarding the actual operation of the local delivery system, with the exception of the scheduled dedicated runs listed in Table 9, the Broadway Compound and the NCA delivery section foremen actually dictate the first runs to be made on any given day. They base their decisions on a knowledge of the priority and total volume of material to be delivered to specific customers/zones that day.

After the first delivery runs of the day have been completed, the dispatcher at the Broadway Compound takes control of vehicle movements and the remaining deliveries. He bases his routing decisions on inputs from both the Broadway Compound and the NCA foremen who keep him apprised of issued material volumes, priority, and destinations. While this is an extremely flexible system, its approach precludes attaining optimal asset utilization. The reason is simply that it is impossible for the dispatcher to fulfill all the functions of a vehicle scheduling algorithm. Given the telephonic

information processing systems utilized, the volumes of material movements, and time constraints faced, it is impossible for one person to have the entire realm of data concerning the volume of material, priorities, destinations, and possible routing alternatives, or the mathematical background and time to seek efficient assignments.

IV. LOCAL DELIVERY VOLUME OF BUSINESS

This chapter will include a discussion of the volume of business associated with the delivery of material to local customers. Included in this discussion will be sections addressing the analysis of requisition, material issue, and weight and cube volumes of business, an ABC analysis of the work load, the effects of material double handling, and lastly, a section discussing the extrapolation of the nine-months data to a twelve-months period.

A. DATA REDUCTION

It was originally intended to limit the work load analysis of NSCSD's local delivery system to the information available from the Supply Center's Uniform Management Reports and production reports. However, as mentioned in Chapter I, several problems were encountered with the data which severely restricted the application of this approach.

To reiterate, the principal limitation of the above technique was that the summary form of the information from these reports precluded a detailed analysis of the work load associated with fulfilling the local delivery distribution function. Table 13 presents the material movement statistics which were extracted from the Uniform Management Reports for the Transportation Division. As can be seen, it simply displays the total number of work units, in this instance

TABLE 13

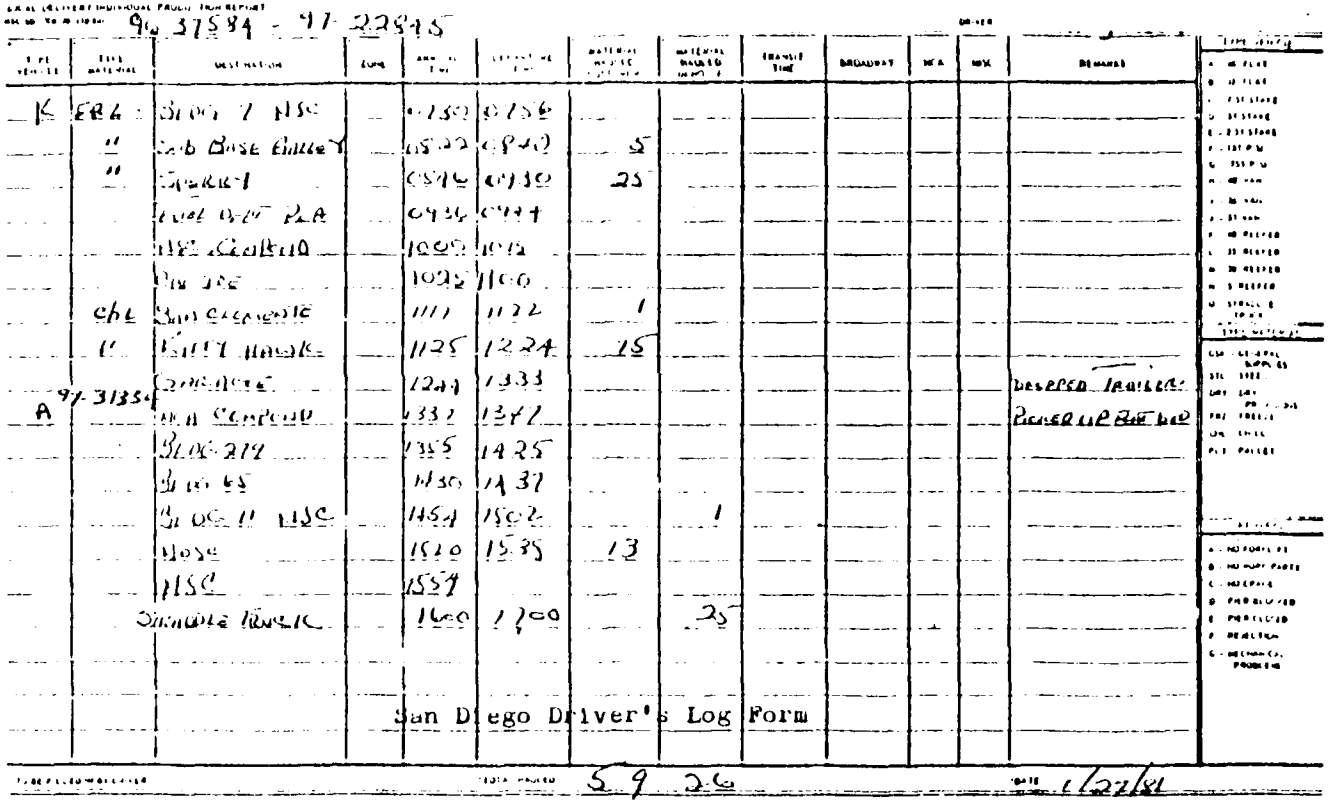
TOTAL PALLETS OF MATERIAL MOVED BY NSCSD

MONTH	PALLETS MOVED
Oct 79	35,174
Nov 79	33,393
Dec 79	31,309
Jan 80	40,841
Feb 80	37,366
Mar 80	39,250
Apr 80	44,193
May 80	42,497
Jun 80	40,259
Jul 80	35,774
Aug 80	33,872
Sep 80	38,134
TOTAL	452,062

TABLE 13 TOTAL PALLETS OF MATERIAL MOVED BY NSCSD

pallets, which were handled during fiscal year 1980. While this is sufficient to gain an overview of the magnitude of the total local delivery task, it leaves unanswered many questions, such as individual customer or zone delivery volumes, which are pertinent to the local delivery planning process.

Compounding the above problem was the lack of specific customer delivery volume information in a form which could be conveniently used in a computer or manual analysis. The only material movement production report maintained by the Supply Center which includes customer information is a daily log kept by each driver in Code 303 to document his movements throughout the shift. A sample is shown in Figure 17. While the sheer volume of these logs (one per day per driver) in conjunction with resource constraints eliminated any possibility of compiling all the data they contained, a sample was reviewed by Clausen [Ref. 4: p. 25] to compute the average loading, transportation, and unloading times reported in Chapter II. Consideration was given to using a similar technique to estimate specific customer delivery volumes, however, two factors led to its abandonment. First, due to the fact that each log may record deliveries to only a few customers, the desire to accumulate delivery statistics on all local customers could not be met with any reasonable sample size. Secondly, and equally important, the head of the Transportation Division (Code 303) cautioned against



San Diego Driver's Log Form

Figure 17: SAMPLE DRIVER'S DAILY LOG

their use for such a purpose because he considered their accuracy to be questionable.

A third problem was encountered with the work unit NSCSD uses to measure material movement. As can be seen in Table 13, the Supply Center reports most material movements in terms of the number of pallets transported instead of the actual weight and cube. Theoretically, a standard Navy pallet equals forty cubic feet, or one measurement ton. However, as noted by Clausen [Ref. 4] and substantiated by the head of Code 303 and actual observation, the loading of pallets is not uniform because of the requirement to consolidate material by specific customer destination and the irregularity of individual line item weight and shape. As a result, appreciable instances of excessive or partial loading are encountered. In the absence of any statistical analysis of pallet loads, it is assumed that the material movements reported by the Supply Center represent, at best gross approximations of delivery volumes.

As stated in Chapter I, to overcome these deficiencies NSCSD's DHF and FMSO's FCF were utilized to obtain specific line item weight and cube information for individual customers. However, even this data did not lend itself to a complete analysis. The primary problems encountered in this area were:

1. The DHF from NSCSD did not include the entire fiscal year prior to SER. The period covered on the DHF

tapes was 21 November 1979 through 20 November 1980. Since this study is limited to the pre-SER time period, the last one and one-half months of data could not be utilized.

Similarly, whereas the requisitions date sequencing of the DHF means that it contains all material requests received during the above period (even for the first day on the file), the same is not true of shipping or supply action information. It must be remembered that there are processing and transportation hold time delays experienced between the receipt of a requition and the actual shipment of the material (Appendix B lists the time standards set for this by higher authority.) Since the DHF posts the shipping and supply action date to the individual requisition record, the file does not reflect shipping information until the processing time has elapsed. This does not mean that the Supply Center is not shipping any material during this period. In fact they are shipping material for requisitions received prior to the start date of the tape. Simply restated, as reflected on the DHF, the time lag between the requisition preparation date on which the file is based, and the actual supply action date precludes immediate attainment of a steady state of operations.

The above, in conjunction with a review of statistics, led to the discounting of November and December 1979 as a transition period to steady state operations. Specifically, the Uniform Management Reports for fiscal year 1980 indicated that 67.2 percent of all issues made by NSCSD were for IPG III requisitions. Since the time standard for receipt of locally stocked IPG III material by local customers is 29 days, it was assumed that the DHF would not reflect "normal" issue volumes until mid-December, approximately thirty days after the start of the tape. This supposition was substantiated by a review of the DHF generated "shipping statistics" for those two months, which indicated smaller than average shipping volumes through late December.

The transition period, in conjunction with the post-SER record problem, effectively reduced the analytically useable portion of the DHF tapes to nine months. This resulted in the loss of 465,804 of the 1,806,823 records contained on the DHF.

As a recommendation for similar studies in the future, it is considered desirable to have one complete fiscal year of data prior to the SER, plus data from the last quarter of the preceding fiscal year, to allow a transition to a steady state of operations.

2. The Freight Classification File (FCF) tapes from FMSO contained incomplete data on line item weight and cube. Noteworthy deficiencies were:

   a. there were 211,326 stock numbered items listed on the DHF that were not listed on the FCF.

   b. there were 200,332 stock numbered items listed on the DHF for which the FCF contained no weight or cube information.

   c. there were 126,885 non-stock numbered items on the DHF for which there was no available weight and cube data.

   d. there were some items on the FCF tapes for which the weight and cube information was not in conformance with the unit of issue. Two notable cases were lumber and gases. In the first instance the unit of issue was board feet while the weight and cube information was predicated on one thousand board feet. Similarly, the unit of issue for gases was cubic feet, yet the weight and cube figures presented were based on a total cylinder quantity.

   Although an attempt was made to correct these errors, the volume of data necessitated limiting the verification process. The method adopted was to individually print all requisitions with an extended weight in excess of 2000 pounds or which

were shipped on days where the total material movement exceeded 1,000,000 pounds. The line item unit of issue, weight, and cube information for those requisitions was then compared to technical specifications for the item contained in the Defense Logistics Agency "Identification List" file. In those instances where the FCF data appeared inconsistent with the technical description of the item, industry publications and local distributors of similar product types were consulted to ascertain what the approximate weight and cube of the line item should be for the given unit of issue. The authors' merged version of the DHF/FCF tapes was then corrected accordingly. While this did allow some refinement of the data, it must be assumed that only the most obvious errors were rectified.

e. in general, only net weight and net cube information was recorded on the FCF tapes. Therefore, accurate data concerning the weight and cube added to an item by packing and packaging material were not available. The lack of statistically acceptable information in this regard made the application of any compensating factors extremely questionable.

The actual statistical effect of the above problems varied greatly, depending on the data one was trying to compile. Its most pronounced effect was encountered in the generation of local customer requisition statistics where the nine-month steady state data base was reduced by 55.7 percent from 1,229,483 to 544,188 requisitions. Conversely, its impact on records displaying local delivery shipping status (BA status with either a mode 9 shipping code or no shipping code) was less, but still significant as evidenced by a 28 percent file reduction from 675,026 to 485,901 records. Since both the unmerged (with the FCF) full file DHF and the merged reduced file DHF were used in different areas of the analysis, terminology must be assigned to differentiate which file was used at which point. For the purposes of this study, the term "unconstrained DHF" shall refer to the unmerged full DHF, and the term "constrained DHF" shall refer to the reduced DHF caused by merging it with the FCF.

The difference in the above effects is assumed to be attributable to the higher incidence of weight and cube information on the FCF for requisitions for material stocked by NSCSD than for requisitions for material which the Supply Center did not carry. Validation of this supposition was considered beyond the scope of this analysis as it would have required a three way comparison of NSCSD's Master Item Stock Record file (MSIR), the FCF, and the DHF. However,

it does not seem illogical to assume that the FCF would be more apt to include information on, and NSCSD more likely to stock, material which experiences a relatively high transaction volume since it is more likely to be transported and requested.

Futher problems which restricted the scope of this analysis were encountered in the areas of accounting for the movement of fresh fruits, vegetables, and frozen provisions; the replication of all eleven local delivery zones/locations utilized by NSCSD; and the determination of intra-Supply Center material movements.

1. The only information maintained by NSCSD regarding the movement of fresh fruits, vegetables (FFV), and frozen provisions was in summary form. As can be seen from the available figures displayed in Table 14, the data was limited to end-of-the-month recapitulations of the total short tons and/or pounds delivered by NSCSD. The lack of delivery information by zone or specific customer, in conjunction with the inability to transform this monthly data into any form of cube statistics necessitated limiting the individual zone local delivery analysis to only GSK material and dry provisions.

2. While NSCSD uses the eleven zones (nine in metropolitan San Diego, plus Camp Pendleton and Long Beach) depicted in Figure 16, for local delivery

TABLE 14

VOLUME OF CHILL AND FROZEN PROVISIONS MOVED

MONTH	FFV*	FROZEN/CHILL*
May 79	671,020	1,575,265
Jun 79	521,360	1,279,660
Jul 79	574,940	1,316,833
Aug 79	445,220	1,223,571
Sep 79	527,680	1,145,074
Oct 79	638,400	1,736,607
Nov 79	486,520	1,377,284
Dec 79	379,720	1,249,332
Jan 80	560,840	1,377,316
Feb 80	589,980	1,672,177
Mar 80	467,160	1,150,180
Apr 80	492,980	1,562,417
May 80	582,500	1,430,394
Jun 80	446,500	1,193,230
Jul 80	693,340	1,553,662
Aug 80	582,120	1,650,533
Sep 80	574,040	1,136,603
Oct 80	519,780	1,463,150

*Measured in pounds.

TABLE 14 VOLUME OF CHILL AND FROZEN PROVISIONS MOVED

purposes, the inability to ascertain specific ship movements within the 32nd Street complex required the merging of NSCSD's five 32nd Street Naval Station zones into one zone. While this does not foster a completely accurate representation of local deliveries especially by the Supply Center's National City Annex (NCA) operation, it did not preclude capturing weight and cube information for deliveries to geographic locales.

3. It was not possible to determine the extent of intra-Supply Center movements of material between the Broadway Compound and the NCA operation incident to local delivery consolidation efforts. Since material destined for afloat units is consolidated at the NCA prior to delivery, the weight and cube figures reported in this study are understated to the degree that double handling of this material occurs. Although an accurate estimation of this could not be constructed from the available data, a rough approximation was formulated using the analysis results. The approximation is presented later in this section.

In view of the above, the nine months of steady state information available for use in the local delivery analysis have probably resulted in figures which are understated. However, the figures are as accurate as could be constructed from the available data and are considered to be satisfactory

for ascertaining the relative volume of material movement to NSCSD's local customers.

B. LOCAL DELIVERY WORK LOAD ANALYSIS

With this in mind, the following subsections will present the results of the local delivery work load analysis. However, since local delivery operations must incorporate how often and what kind of material is being moved, as well as how much, into their planning, it was decided to include requisition and issue volumes with weight and cube statistics in this effort. Each of these facets shall be specifically addressed by delivery zones, sub-zones, and individual customers in the succeeding subsections.

The sub-zones, which are major geographical concentrations of customers such as the 32nd Street Naval Station and NAS North Island, are introduced to allow delivery destinations to be more narrowly defined than the relatively large areas of the zones. The underlying intent was to provide information that was more consistent with the actual delivery method of consolidating shipments to co-located customers. The sub-zones so chosen for examination include: from Zone 1, the 32nd Street Naval Station afloat units as one sub-zone and the ashore units as another; from Zone 6, ashore and afloat units (where applicable) located at the Naval Training Center (NTC) complex, Submarine Support Facility (SUBSUPFAC), and the Point Loma Compound respectively; from Zone 7, activities located at NAS Miramar and

the Balboa Park Naval Regional Medical Center (NRMC); and from Zone 8, ashore and afloat activities located at NAS North Island and the Naval Amphibious Base (NAB) respectively.

Following the above, a rudimentary ABC analysis of the weight and cube of the individual line items requested by the local customers will be presented. This analysis basically reports the frequency of occurrences by predetermined categories, such as the number of times items weighing less than five pounds were moved, and is useful from a planning perspective. In addition, this section will close with the rough approximation (mentioned above) of the magnitude of material double handling incident to the consolidation of deliveries at the NCA.

1. Requisition Volume Analysis

Data concerning the number of material requests submitted by local customers were compiled to gain an appreciation of the requisition processing work load involved in their support. The analysis was conducted through a computer sort of the unconstrained DHF by the local customers listed in Appendix A. The record fields sorted were the unique Unit Identification Code (UIC), assigned to each military activity by the DOD, and the requisition date field. This procedure indicated that the 352 identified local customers submitted a total of 1,229,483 requisitions to the Supply Center during the nine-months period from 1 January 1980 to 30 September 1980. They accounted for 87.1 percent of the

1,411,960 requisitions which the "Supply Distribution and Inventory Control Operations Reports" (discussed in Chapter II) indicated that NSCSD received during this time.

This information was further refined by an extension of the above technique to ascertain the high volume activities, zones, and sub-zones. With regard to the volume of business attributable to individual customers, Appendix C lists, in descending order, the number of unconstrained requisitions submitted by each activity. The requisition information it contains for the top 21 requesting activities is summarized in Table 15. (The top 21 customers were chosen for display simply because a natural break occurred between the 21st and 22nd customers.)

As demonstrated in Table 15, the top 21 requesting activities, or six percent of the local customers, accounted for 59.4 percent of the requisitions received from the local customers (and 52 percent of the requisitions received from all sources). It is worthy of note that fifteen of the 21 activities listed in Table 15 perform some type of industrial or repair function, and with the exception of the USS STERRETT (CG 31) who was undergoing overhaul at the LBNSY, the remainder are involved in providing logistical support to the operating forces. Furthermore, the majority of these activities are located in either Zones 1 or 8 which, as shown in Table 12, are major fleet concentration points.

TABLE 15

TOP 21 CUSTOMERS BY NUMBER OF REQUISITIONS

UIC	NAME	NR REQNS	*PER CENT OF TOTAL
00244	NSCSD	74,465	6.1
60258	LBNSY	73,894	6.0
65888	NARF NASNI	67,736	5.5
00246	NASNI	61,018	5.0
03361	USS RANGER (CV 61)	59,221	4.8
65918	SIMA	54,469	4.4
60259	NASM	47,616	3.9
04648	USS SAMUEL GOMPERS (AD 37)	34,090	2.8
04621	USS SPERRY (AS 12)	33,854	2.8
20132	USS DIXON (AS 37)	32,523	2.6
08810	USS JASON (AR 8)	25,709	2.1
03364	USS CONSTELLATION (CV 64)	21,638	1.8
04620	USS PRAIRIE (AS 15)	21,073	1.7
20550	USS TARAWA (LHA 1)	20,355	1.7
08806	USS AJAX (AR 6)	17,138	1.4
03363	USS KITTY HAWK (CV 63)	17,115	1.4
63387	PUBLIC WORKS CENTER	15,067	1.2
53988	FLT AVIATION LOG SUPPORT CEN	13,988	1.1
52706	USS STERETT (CG 31)	13,116	1.1
20633	USS BELLEAU WOOD (LHA 3)	12,755	1.0
65584	NAVELEX DET SAN DIEGO	11,921	1.0
		Total	59.4

*Total unconstrained requisitions.

TABLE 15 TOP 21 CUSTOMERS BY NUMBER OF REQUISITIONS

As displayed in Table 16 this general statement is supported by the results of the zone analysis which showed that over 51 percent of the unconstrained DHF requisitions were submitted by activities located in Zones 1 and 8. It is interesting to note, however, that even though Zones 1 and 8 have approximately the same number of top 21 customers (8 and 7 respectively), Zone 1 generated significantly more requisitions (12.5 percent). This is attributable to the cumulative effect of the many more individual activities located in Zone 1 than Zone 8 (109 versus 68). This specific supposition is reinforced by the sub-zone unconstrained requisition volume breakdown presented in Table 17, which clearly shows that the afloat units located at the 32nd Street Naval Station submitted the greatest number of requisitions. This is most probably due to the fact that, in general, the afloat units berthed there are relatively small (predominantly destroyers and cruisers) and do not have sufficient storage space to hold large quantities of material in stock. Therefore, they are forced to order less material, more frequently, than other activities. It is also worthy of note that four sub-zones, comprising in actuality only three geographic locations (32nd Street, NASNI, and Long Beach), accounted for 75.3 percent of the total requisition submissions.

As shown in both Table 16 and Table 17, a similar analysis of the constrained DHF tapes tended to overstate the

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ANALYSIS OF MATERIAL DISTRIBUTION FROM NSC SAN DIEGO TO LOCAL C--ETC(U)
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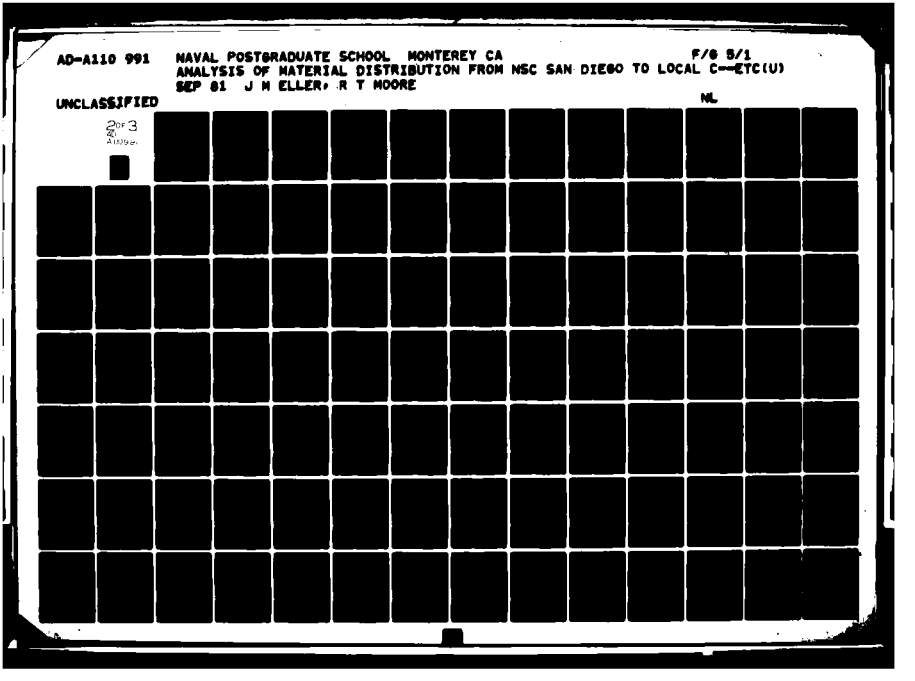


TABLE 16

REQUISITIONS BY ZONE

ZONE	UNCONSTRAINED REQUISITIONS	PER CENT	CONSTRAINED REQUISITIONS	PER CENT
1	453,904	36.9	229,001	42.1
6	127,018	10.3	53,546	9.8
7	65,436	5.3	24,580	4.5
8	299,325	24.4	107,225	19.7
9	78,299	6.4	26,176	4.8
P	12,367	1.0	6,850	1.3
LB	193,134	15.7	96,810	17.8
Totals	1,229,483	100.0	544,188	100.0

TABLE 17

REQUISITIONS BY SUB-ZONE

SUB-ZONE (ZONE)	UNCONSTRAINED REQUISITIONS	PER CENT	CONSTRAINED REQUISITIONS	PER CENT
32nd Street (1) Afloat	338,179	27.5	174,120	32.0
32nd Street (1) Ashore	115,725	9.4	54,881	10.1
SUBSUPPAC (6)	95,995	7.8	40,423	7.4
NTC (6)	12,986	1.1	5,599	1.0
Point Loma (6)	11,538	.9	4,751	0.9
NAS Miramar (7)	51,483	4.2	17,850	3.3
NRMC San Diego (7)	9,277	.8	5,338	1.0
NASNI (8)	279,024	22.7	95,119	17.5
Coronado (8)	15,090	1.2	8,005	1.5
NSCSD (9)	78,299	6.4	26,176	4.8
Pendleton (P)	12,367	1.0	6,850	1.3
Long Beach (LB)	193,134	15.7	96,810	17.8

Note: Sub-Zones 6D, 7C, and 8C are deleted due to their negligible impact.

percentage of the total requisition processing work load attributable to the 32nd Street afloat units and Long Beach, and understate that due to NASNI activities. These constrained requisition figures were not utilized in any subsequent analysis, rather they are presented solely to illustrate the extent of requisition records for which there was no weight or cube data available on the FCF tapes.

1. Material Issues Analysis

Statistics on the number of material issues made to local customers were compiled for the same reason as requisition statistics. They were formulated using the same basic computer sort procedure delineated in subsection one for the requisition analysis except that the supply action date field was substituted for the requisition date field, and only records which contained local delivery status were included. This procedure revealed that during the nine-months time frame NSCSD made 675,026 issues to the 352 local customers. This accounts for 78.2 percent of the 863,418 issues which the "Supply Distribution and Inventory Control Operations Reports" indicated that the Supply Center made during this time.

With respect to the number of issues attributable to individual customers, Appendix D lists, in descending order, the number of local delivery issues attributable to each local customer. As displayed in Table 18 the top 21 receiving activities accounted for approximately 57 percent

TABLE 18

TCP 21 CUSTOMERS BY NUMBER OF SHIPPING DOCUMENTS

UIC	NAME	NUMBER OF SHIPPING DOCS	*PER CENT OF TOTAL
00244	NSCSD	64,851	9.6
60258	LBNSY	37,574	5.6
65918	SIMA	29,950	4.4
03361	USS RANGER (CV 61)	28,660	4.2
00246	NASNI	25,462	3.8
60259	NASM	19,631	2.9
04648	USS SAMUEL GOMPERS (AD 37)	19,604	2.9
04621	USS SPERRY (AS 12)	19,065	2.8
20132	USS DIXON (AS 37)	17,716	2.6
65888	NARF NASNI	17,694	2.6
08810	USS JASON (AR 8)	16,279	2.4
04620	USS PRAIRIE (AS 15)	12,997	1.9
63387	PUBLIC WORKS CENTER	11,741	1.7
08806	USS AJAX (AR 6)	11,081	1.6
03363	USS KITTY HAWK (CV 63)	8,696	1.3
20550	USS TARAWA (LHA 1)	8,427	1.2
03364	USS CONSTELLATION (CV 64)	8,309	1.2
68094	NRMC CAMP PENDLETON	7,625	1.1
52706	USS STERETT (CG 31)	7,191	1.1
68056	NRMC SAN DIEGO	6,661	1.0
20633	USS BELLEAU WOOD (LHA 3)	6,233	0.9
		Total	57.1

*Total unconstrained shipping documents.

TABLE 18 TOP 21 CUSTOMERS BY NUMBER OF SHIPPING DOCUMENTS

of the issues made to local customers, and 44.6 percent of the issues made to all recipients. Nineteen of the 21 were also in the top 21 requisitioning activities. The activities which dropped off the list, the Fleet Aviation Logistics Support Center and the Navy Electronics System Command Detachment, are both logistical support oriented operations, whereas the units which replaced them were both medical centers (NRMC Camp Pendleton and NRMC San Diego). This simply indicates that NSCSD was more successful in satisfying the material requirements of the two NRMC's than it was those for the other two activities. While an analysis was not conducted to ascertain the specific reason for this, it is not considered presumptive to assume that in general, the NRMC's order a smaller range of more stable demand items than the two logistical activities.

In a somewhat similar vein, it is noteworthy that whereas the NARF at NASNI was the number three requisitioning activity, it ranked as only the tenth activity in terms of the number of issues made. This also is assumed to be reflective of demand stability and range of stock material considerations.

A similar shift to that described above was found in the results of the zone analysis. As exhibited in Table 19, the percentage of total material issues attributable to Zone 8 is considerably less than its percentage of the requisition processing work load displayed in Table 16 (18.1 percent versus 24.4 percent). While four zones experienced higher

TABLE 19

SHIPPING DOCUMENTS BY ZONE

ZONE	UNCONSTRAINED SHIPPING DOCS	PER CENT	CONSTRAINED SHIPPING DOCS	PER CENT
1	268,201	39.7	202,406	41.7
6	68,224	10.1	47,337	9.7
7	30,761	4.6	23,746	4.9
8	122,366	18.1	91,978	18.9
9	66,432	9.9	26,014	5.4
P	8,833	1.3	6,943	1.4
LB	110,209	16.3	87,477	18.0
Totals	675,026	100.0	485,901	100.0

TABLE 20

SHIPPING DOCUMENTS BY SUB-ZONE

SUB-ZONE (ZONE)	UNCONSTRAINED SHIPPING DOCS	PER CENT	CONSTRAINED SHIPPING DOCS	PER CENT
32nd Street (1) Afloat	204,234	30.3	150,887	31.1
32nd Street (1) Ashore	63,967	9.5	51,519	10.6
SUBSUPFAC (6)	51,784	7.7	36,471	7.5
NTC (6)	8,421	1.2	4,885	1.0
Pcint Loma (6)	5,507	.8	4,363	0.9
NAS Miramar (7)	21,429	3.2	17,150	3.5
NRMC San Digeo (7)	6,659	1.0	6,505	1.3
NASNI (8)	109,192	16.2	82,349	16.9
Coronado (8)	9,976	1.5	7,321	1.5
NSCSD (9)	66,432	9.9	26,014	5.4
Pendleton (P)	8,833	1.3	6,943	1.4
Long Beach (LB)	110,209	16.3	87,477	18.0

Note: Sub-Zones 6D, 7C, and 8C are deleted due to their negligible impact.

issue percentages than requisition percentages (Zones 1,9, P, and LB), the largest increases were detected in Zones 1 and 9. The reason is once again considered to be most probably due to the impact of greater stability in the range of items requested by the activities located in these zones.

Despite this shift, the figures indicate that, as with requisition processing, Zones 1 and 8 were the principal contributors to the material issue work load. Specifically, the analysis showed that over 57 percent of the unconstrained DHF local delivery documents were destined for activities located in these two zones. Furthermore, when the material issues for only one more zone, Long Beach, are added in, over 74 percent of the local delivery issue work load has been accounted for.

The same basic relationships exist for requisitions submitted by, and material issued for, the sub-zones. As shown in Table 20, the 32nd Street Naval Station afloat units were the highest sub-zone contributor to NSCSD's work load. Two additional points are of interest here. First, the difference between the highest and next highest zones is significantly greater in the case of material issues than in requisitions submitted. And secondly, the issues destined for 32nd Street afloat units far outweighed those destined for the activities located at NASNI.

With regard to the first point, there was only a 4.8 percent difference (27.5 percent minus 22.7 percent) between

the two sub-zones submitting the greatest number of requisitions. However, there is a 14 percent difference (30.3 percent minus 16.3 percent) between the two zones generating the greatest number of material issues. This clearly indicates the predominate position of the 32nd Street Naval Station afloat units as the greatest material issue volume customers.

This same association is displayed in a direct comparison of the 32nd Street afloat units' material issue volume with the NASNI activity volume. Although both represent major operating force concentration points (surface ships at 32nd Street; aviation units at NASNI) and both contain industrial activities (destroyer tenders at 32nd Street; NARF at NASNI), the 32nd Street afloat units' material issue work load at NSCSD was almost double that of NASNI. This is considered to be indicative of the pre-SER supply support mission of the Supply Center. It must be remembered that prior to SER, NASNI was responsible for providing aviation material support, not the Supply Center.

3. Weight and Cube Analysis

The local customer weight and cube analysis also used a computer sort of the DHF to compile the statistics. However, several important differences exist between this and the previous sorts. First, by necessity, the weight and cube analysis sort was performed on the merged DHF/FCF file which was constrained to those records with weight and cube

information listed on the FCF tapes. Secondly, it was necessary to bring into consideration an additional category of material movement, namely material received by NSCSD for further transfer to its local customers.

The "for further transfer (FFT)" type of material movement to local customers occurs when another governmental supply activity or a commercial contractor specifically sends material to NSCSD for delivery to another activity. It can arise from a myriad of situations, many of which invoke a great deal of latitude by supply personnel in deciding whether to have the material delivered directly to the requesting activity or sent FFT to NSCSD. For this reason the delineation of all possible FFT circumstances, and thus their inclusion in the analysis, was considered impractical.

However, as mentioned in Chapter II, NSCSD had a POE effectiveness rate of only 63.1 percent during fiscal year 1980. This means, in general terms, that over one third of all the material requests it received were possible candidates for FFT. Therefore, it was considered appropriate that some attempt to judge its magnitude, no matter how rudimentary, should be made. The procedure adopted was to limit the analysis to the most obvious candidates. Specifically, the only requisitions considered were those with status indicating that NSCSD had passed them to another supply activity for action, or which showed that NSCSD was

procuring the material from a commercial source for other than direct delivery. In addition, since it is the policy to ship as much out of area material as possible by parcel post, the above data was further refined to include only those items which could not qualify for parcel post shipment because they exceeded either the weight or cube limitations (70 lbs. and 6 cubic feet respectively).

As can be deduced from the above, the FFT analysis procedure generated at best a very rough approximation of the weight and cube of such material movements. In addition, it was not possible to determine either the date NSCSD received such material or the date that they effected its delivery because the DHF is not updated with such information. Therefore, it was necessary to record FFT information according to the NSCSD supply action date (passed the requisition, material being issued, etc.). Thus, there is no way of knowing whether the material was actually received by NSCSD or delivered during the nine-months period analyzed. For these reasons, the derived FFT figures are simply presented in Table 24. It should be remembered that at best it represents a gross approximation of this type of material movement.

The general constrained DHF weight and cube procedure (excluding FFT) indicated that NSCSD delivered 62,644,062 pounds and 2,425,816 cubic feet of material to its local customers during the last three quarters of fiscal year 1980.

Table 21, Table 22, and Table 23 display the weight and cube movement volumes to the top 25 local customers (25 were chosen because of the convenient break point between the 25th and 26th customers), zones, and sub-zones respectively. In addition, Appendix E lists in descending order the extended weight and cube of material delivered to each local customer.

As portrayed in Table 21, the top 25 receiving activities, or seven percent of the local customers, accounted for 34.7 percent of the total weight, and 36.5 per cent of the total cube of material delivered locally. While the industrial, logistical, and medical units (which comprised the top 21 requisitioning and material issue activities) are also among these top 25, there are some noticeable shifts in relative positions and some additions to the list. Of greatest significance in this regard is the addition of activities which maintain large personnel support operations (Enlisted Dining Facilities, military clothing issues, etc.) such as the Naval Training Center and the Commissary Store Region, San Diego. This is assumed to be indicative of relatively large but less frequent requests for provisions. This is of interest because, as previously mentioned, such items tend to be more uniform in size and this, in conjunction with the larger order sizes, could lead to more efficient MHE equipment and vehicle utilization.

TABLE 21

TOP 25 CUSTOMERS BY WEIGHT AND CUBE

UIC	NAME	WEIGHT (LBS)	CUBE (FT)
60258	LBNSY	2,427,654	70,292
00247	NTC SAN DIEGO	2,318,477	103,868
00244	NSCSD	1,769,649	106,015
03361	USS RANGER (CV 61)	1,621,645	52,653
60259	NASM	1,144,998	40,222
00246	NASNI	1,110,680	47,102
68056	NRMC SAN DIEGO	1,070,695	63,245
20132	USS DIXON (AS 37)	876,513	30,262
08806	USS AJAX (AR 6)	872,917	27,709
65918	SIMA	826,483	28,117
04621	USS SPERRY (AS 12)	802,476	27,783
04648	USS SAMUEL GOMPERS (AD 37)	726,616	25,637
03363	USS KITTY HAWK (CV 63)	644,193	20,500
08810	USS JASON (AR 8)	607,906	23,858
20550	USS TARAWA (LHA 1)	549,569	18,120
68094	NRMC PENDLETON	545,203	31,095
60681	COMMISARY STORE REGION SD	532,574	16,853
63387	PWC SAN DIEGO	524,497	28,915
62021	NAB CORONADO	487,400	12,541
00245	NAVSTA SAN DIEGO	463,348	13,564
20633	USS BELLEAU WOOD (LHA 3)	414,048	14,060
65888	NARF NORTH ISLAND	372,659	12,973
04620	USS PRAIRIE (AD 15)	360,962	13,705
03364	USS CONSTELLATION (CV 64)	357,890	12,763
66105	RESALE SUPPORT CENTER	291,409	43,377

TABLE 22

SHIPPING DOCUMENTS, WEIGHT, AND CUBE BY ZONE

ZONE	CONSTRAINED SHIPPING DOCS	WEIGHT (LBS)	PER CENT	CUBE (FT)	PER CENT
1	202,406	28,524,712	45.5	1,061,492	43.8
6	47,337	10,817,398	17.3	425,494	17.5
7	23,746	2,827,775	4.5	126,494	5.2
8	91,978	11,325,509	18.1	406,831	16.8
9	26,014	2,157,232	3.4	152,970	6.3
P	6,943	547,783	.9	31,204	1.3
LB	87,477	6,443,654	10.3	221,331	9.1
Totals	485,901	62,644,063	100.0	2,425,816	100.0

TABLE 23

WEIGHT AND CUBE MOVED BY SUB-ZONE

SUB-ZONE (ZONE)	WEIGHT (LBS)	PER CENT	CUBE (FT)	PER CENT
32nd Street (1) Afloat	12,574,745	20.1	453,146	18.7
32nd Street (1) Ashore	15,949,967	25.5	608,345	25.1
SUBSUPFAC (6)	7,017,488	11.2	263,555	10.9
NTC (6)	3,055,659	4.9	131,546	5.4
Point Loma (6)	716,560	1.1	28,137	1.2
NAS Miramar (7)	1,679,454	2.7	60,298	2.5
NRMC San Diego (7)	1,143,118	1.8	65,677	2.7
NASNI (8)	5,797,399	9.3	207,655	8.6
Coronado (8)	4,667,878	7.5	168,691	7.0
NSCSD (9)	2,157,232	3.4	152,970	6.3
Pendleton (P)	547,783	.9	31,204	1.3
Long Beach (LB)	6,443,654	10.3	221,331	9.1

Note: Sub-Zones 6D, 7C, and 8C are deleted due to their negligible impact.

TABLE 24

WEIGHT AND CUBE OF POSSIBLE FPT MATERIAL

ZONE	SHIPPING DOCUMENTS	WEIGHT (LBS)	CUBE (FT)
1	7,739	8,032,253	218,528
6	2,679	2,120,358	79,528
7	1,053	757,772	29,755
8	5,842	7,851,037	279,368
9	269	120,596	3,300
P	122	26,192	2,095
LB	4,813	3,622,107	97,924
Total	22,517	22,530,315	710,372

In spite of the presence of personnel support activities in the top 25 activities, as with requisitions and material issue analyses, Table 22 shows that Zones 1 and 8 accounted for the majority of material movement weight and cube. Of interest in this regard is that the predominance of Zone 1 as a work load contributor is even more evident than in the cases of requisition submittals and material issues. As shown, the next highest zone received less than half the weight and cube of Zone 1. Also of significance is the relative decline of the Long Beach zone. Whereas it stood third in both requisitions submitted and material issues generated, it is fourth in the weight and cube of material deliveries. Additionally, its percentage of the total in each instance dropped from approximately 17 percent to ten percent. This is presumed to be indicial of frequent requests for either relatively small quantities or small dimensioned material.

Although the zone analysis showed a dominance by the 32nd Street ashore and afloat customers, the sub-zone analysis indicates otherwise. The sub-zone analysis revealed a significant shift away from the 32nd Street afloat unit dominance. Specifically, as shown in Table 23, the highest percentage of material movement weight and cube was consigned to the 32nd Street ashore units. Similar to the 32nd Street afloat sub-zone, the percentage of material movement weight and cube attributable to NASNI is substantially less than

that sub-zone's contribution to the requisition processing and material issue work loads (nine percent versus approximately 17 to 18 percent) presumably for the same reasons cited for the Long Beach sub-zone's decline.

The FFT data mentioned at the beginning of this chapter is presented in Table 24. As can be seen, the analysis revealed that as much as 22,530,315 pounds and 710,372 cubic feet of FFT material could have been handled by NSCSD's local delivery operation. This represents a 36 and 29 percent increase, respectively, in the weight and cube of previously identified local delivery material movements. Although, as stressed earlier, the figures derived in this analysis are at best tentative approximations, the results nonetheless indicate that such material movements might have a potentially significant impact on the Supply Center's local delivery work load. As a result, it is considered that this area warrants further study.

4. ABC Analysis of Requisition Weight and Cube

A classic ABC analysis was conducted on the constrained DHF requisitions to determine the frequency of requisitions (by extended requisition weight and cube) and the cumulative total percent of these frequencies. This method of analysis is known by many names, such as Pareto optimality or the 20-80 method. In all cases though, the idea is based on the economic phenomenon that a few items or groups of material usually account for the majority of

total value, volume of business, or work load. The criteria for classification can take many forms, depending on the data and what information is required.

The value of such an analysis is that it provides a sound basis on which to allocate resources (be they personnel, funds, or equipment) with respect to the refinement of control desired. In this analysis, control would take the form of scheduling local deliveries and utilization of equipment and personnel.

Figure 18 shows the results of this analysis as relates to extended requisition weight. Of all requisitions destined for local delivery, 90.2 percent of these had an extended requisition weight of 100 pounds or less. Of even greater significance, 64.8 percent of these requisitions had an extended requisition weight of five pounds or less.

Figure 19 shows basically the same results as Figure 18, but for cube data. As this figure indicates, 90.1 percent of all requisitions for local delivery had an extended requisition cube of 3.7 cubic feet or less and 53.6 percent had an extended requisition cube of less than 0.1 cubic feet (these results are also shown in Table 25 and Table 26).

Table 25 and Table 26 clearly demonstrate that with regards to local delivery functions, NSCSD is issuing and delivering very light and small items with great frequency. Further, the analysis shows that large, heavy material is being moved rather infrequently. A possible inference is

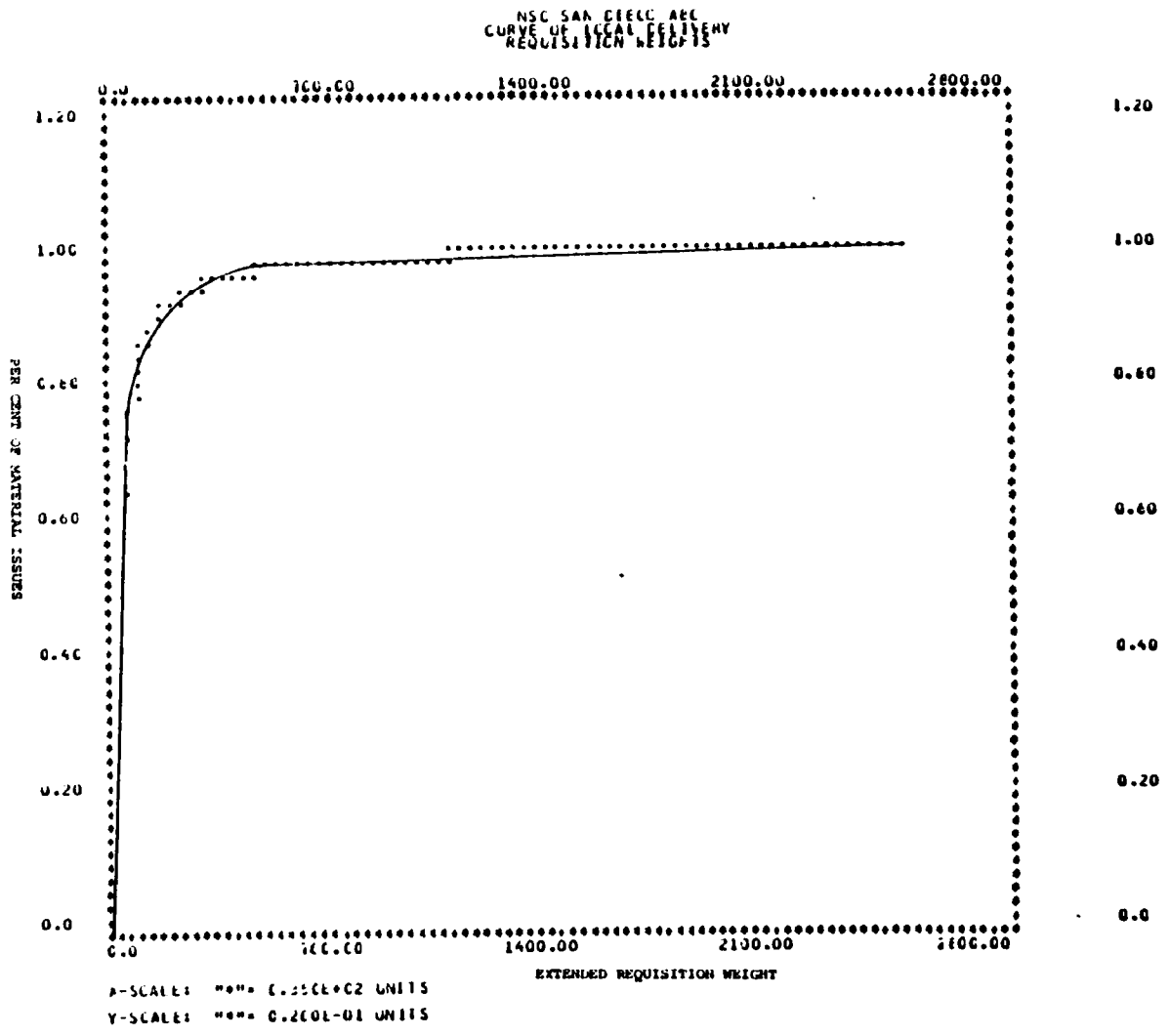


Figure 18: ABC ANALYSIS OF EXTENDED REQUISITION WEIGHT

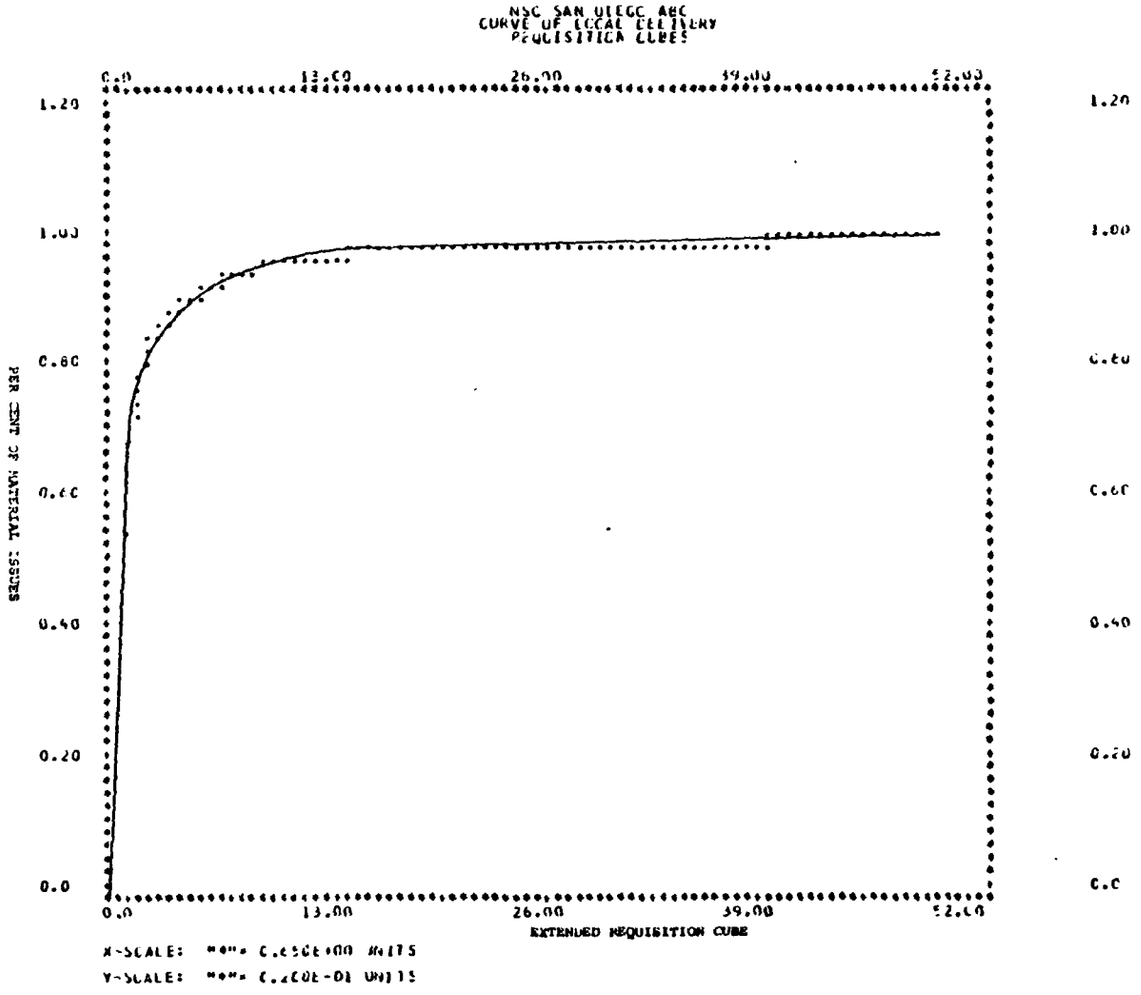


Figure 19: ABC ANALYSIS OF EXTENDED REQUISITION CUBE

TABLE 25

ABC ANALYSIS OF EXTENDED REQUISITION WEIGHT

WEIGHT (LBS)	FREQUENCY	CUMULATIVE PER CENT
5	314,104	64.8
10	36,350	72.3
15	17,899	76.0
20	11,889	78.5
25	7,956	80.1
30	6,836	81.6
35	4,533	82.5
40	5,408	83.6
45	5,015	84.6
50	5,006	85.7
55	2,884	86.3
60	2,842	86.9
65	2,340	87.3
70	1,757	87.7
75	2,090	88.1
80	1,844	88.5
85	1,592	88.8
90	2,522	89.4
95	1,607	89.7
100	2,579	90.2

TABLE 26

ABC ANALYSIS OF EXTENDED REQUISITION CUBE

CUBE (FT)	FREQUENCY	CUMULATIVE PER CENT
0.1	25,570	53.6
0.2	4,279	62.6
0.3	2,422	67.7
0.4	1,660	71.1
0.5	1,361	74.0
0.6	481	75.0
0.7	581	76.2
0.8	514	77.3
0.9	410	78.2
1.0	657	79.5
1.1	312	80.2
1.2	272	80.8
1.3	658	82.1
1.4	155	82.5
1.5	326	83.2
1.6	137	83.4
1.7	188	83.8
1.8	101	84.0
1.9	153	84.4
2.0	330	85.1

that the majority of items may require repacking for protection and ease of handling. If this is true, the cube figures presented in Table 21 through Table 23 could be significantly affected since packing/packaging materials are not recorded on the FCF.

5. Material Double Handling

As mentioned in Chapter II and the introduction to this section, the geographical separation of the Supply Center's physical facilities induces a considerable degree of material double handling. While automatic data processing time and resource constraints precluded an indepth analysis of all the material doubling handling attributable solely to the facilities problem, the results of the ABC analysis described above were applied to the 32nd Street Naval Station ashore and afloat units local delivery volumes to formulate an estimate of the problem's possible magnitude.

The results of the ABC analysis indicated that 85.5 percent of all material delivered locally by NSCSD had a requisition weight of less than fifty pounds and thus, could be eligible for warehousing as binnable material in Building 12 at the Broadway Compound. The mean requisition weight for this category of material was 3.339 pounds. As was discussed, all binnable material destined for delivery to the 32nd Street Naval Station units is double handled between the Broadway Compound and the NCA staging area. This study's data base indicated that during the nine-month

period from 1 January 1980 to 30 September 1980, 268,201 shipping documents were processed for delivery of general store and dry provision material to these activities. It is not considered incorrect to grossly estimate that somewhere in the neighborhood of 229,000[5] of these requisitions were for binnable material. Extending this at the mean weight specified above would indicate that approximately 1,225,000 pounds of material for these customers was double handled during the period mentioned.

The above figure is considered to be understated by an appreciable, but unknown, degree for two principal reasons. First, it must be remembered that only the net weight of the material was utilized. Secondly, the above does not take into account any other double handling such as receiving material for stock at one location which should have been consigned to another, or the transshipment of material to the Long Beach Annex for delivery to its local customers.

C. VOLUME OF BUSINESS EXTRAPOLATION

As previously mentioned, the analysis presented in the last section is only adequate for judging the relative and not the actual volume of local delivery material movement and its associated work load because of the constrained data base. In an effort to provide more meaningful information, an attempt was made to annualize the data. The

[5] 268,201 x 85.5% = 229,000

techniques employed in this effort encompassed curve fitting, linear and curvlinear regression analysis, and extrapolation.

In order to accomplish the above, it was first necessary to compile, by customer grouping, weekly totals of requisition submissions, material issues, and the weight and cube of material movements so that sufficient data points would be available to construct reasonable comparative plots. Although weekly statistics were accumulated on both the zones and sub-zones, extrapolation was only performed on the complete zones because of ADP and time constraints. Figure 20 is an example of the weekly requisition data generated for each of the zones. Information on the volume of material issues and weight and cube of material movements for each zone was assembled in the same format. Appendix F contains the complete data on each category by zone and sub-zone.

With respect to the actual analysis it was necessary to use variables which represented cumulative (running) totals of the item being measured because linear, exponential, power, and logrithmic regression failed to reveal any significant correlation between the individual weekly totals. This rejection of individual quantity correlation encompassed consideration of all plausible pairings between weeks (time), requisition submittals, material issues, and weight and cube of material movements. Basically stated, when viewed on a non-cumulative basis, the variables displayed totally random

ZONE 1
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				
	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	3777.	4932.	498.	417.	9624.
14	4097.	7340.	1280.	441.	13158.
21	3761.	6463.	775.	543.	11542.
28	3972.	5322.	914.	494.	10702.
35	3967.	5784.	948.	766.	11465.
42	3813.	6220.	1277.	342.	11652.
49	3565.	5655.	933.	479.	10652.
56	4277.	6663.	484.	539.	11963.
63	3715.	4209.	629.	330.	8883.
70	4036.	6863.	865.	349.	12113.
77	4498.	6212.	605.	602.	11917.
84	2751.	4572.	1394.	528.	9245.
91	2721.	4152.	1089.	958.	8920.
98	4745.	6888.	1361.	609.	13603.
105	4176.	5840.	736.	510.	11262.
112	4135.	6877.	1231.	387.	12630.
119	5024.	7390.	1146.	574.	14134.
126	2831.	3686.	1188.	299.	8304.
133	3689.	5565.	834.	413.	10501.
140	3878.	5488.	954.	583.	10903.
147	5220.	6274.	767.	250.	12511.
154	2809.	3541.	851.	248.	7449.
161	6239.	7389.	797.	351.	14776.
168	5429.	6090.	960.	358.	12837.
175	3372.	4393.	973.	291.	9029.
182	2808.	4849.	812.	436.	3905.
189	3667.	7323.	274.	388.	11652.
196	3451.	5996.	232.	244.	9923.
203	3860.	6234.	253.	244.	10591.
210	4065.	9000.	561.	253.	13879.
217	4568.	7862.	228.	263.	13321.
224	3255.	6080.	389.	332.	10056.
231	4425.	7325.	495.	233.	12478.
238	6057.	8947.	460.	403.	15867.
245	2999.	4348.	211.	137.	7695.
252	5698.	9247.	462.	384.	15791.
259	3825.	6415.	523.	354.	11117.
266	8053.	10946.	477.	383.	19859.
273	3861.	6114.	397.	511.	10883.
274	804.	1064.	136.	108.	2112.
TOTAL	162313.	245858.	29399.	16334.	453904.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
4161.87	6304.05	753.82	418.82	11638.56

Figure 20: EXAMPLE OF WEEKLY REQUISITION DATA

behavior. In fact, the highest correlation coefficient achieved between any two of these variables was 0.23; with most correlation coefficients residing in the 0.05 to 0.10 range. An example of this behavior is shown in Figure 21. The primary causal factors for this pattern are presumed to be the extreme variability present in material availability, processing times, and individual line item weight and shape.

It is realized that by using the cumulative total method, regression analysis could no longer be performed since the assumption of dependent variable independence (a large Y1 does not necessitate a large Y2) has been violated. Therefore, the methodology actually utilized was curve fitting (determining the best equation to describe the variable's plot) by the "least squares method" and extrapolation.

The actual variables so plotted included requisition submittals versus time (weeks), material issues versus requisition submittals, and weight and cube versus material issues. (In each pair, the second variable was the independent variable.) Although exponential, power, and logarithmic equations were also computed for the variable plots, the least squares methods revealed that linear equations provided the best fit. The coefficients of determination were computed and, with linear equations, the lowest coefficient achieved was 0.933, with most coefficients being greater than 0.99. This relationship can be seen in

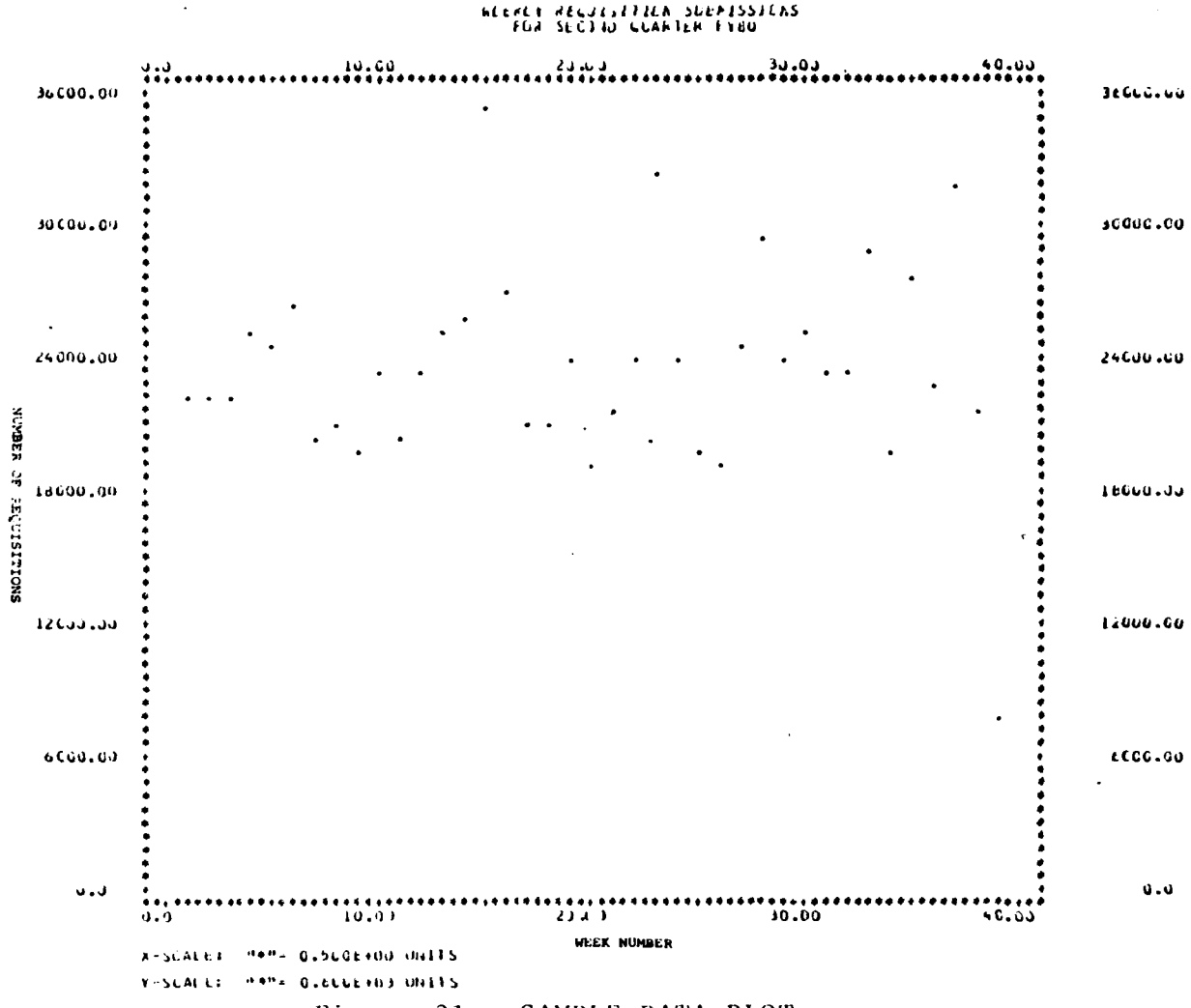


Figure 21: SAMPLE DATA PLOT

Figure 22 which is a representative example of the plots obtained. Appendix G contains the graphs for each individual plot and Appendix H the equations actually used in the extrapolation analysis.

Before displaying the results of this analysis it must be stressed that the figures it presents must be viewed with caution. The reasons for this include the inability to detect possible seasonal variations because of the loss of one full quarter's (first quarter FY 1980) worth of data, and the general dangers inherent in extrapolation. A test to estimate the accuracy, or inaccuracy, of the equations was made by using the equations to compute requisition submittals, material issues, and weight and cube figures for the same time frames and/or document base (independent variables) derived in the nine-months analysis. The results are displayed in Table 27, and as can be seen, the greatest error encountered for this limited validity test was less than five percent. While this in and of itself does not necessarily establish that the twelve-months extrapolations presented below will have similar accuracy, it does lend credibility to the procedure.

Table 28, Table 29, and Table 30 display the results of the extrapolation of requisition submittals, material issues, and local delivery weights and cubes to a twelve-months time frame respectively. It is considered that the tables generally speak for themselves, so further discussion of their specific contents will not be presented.

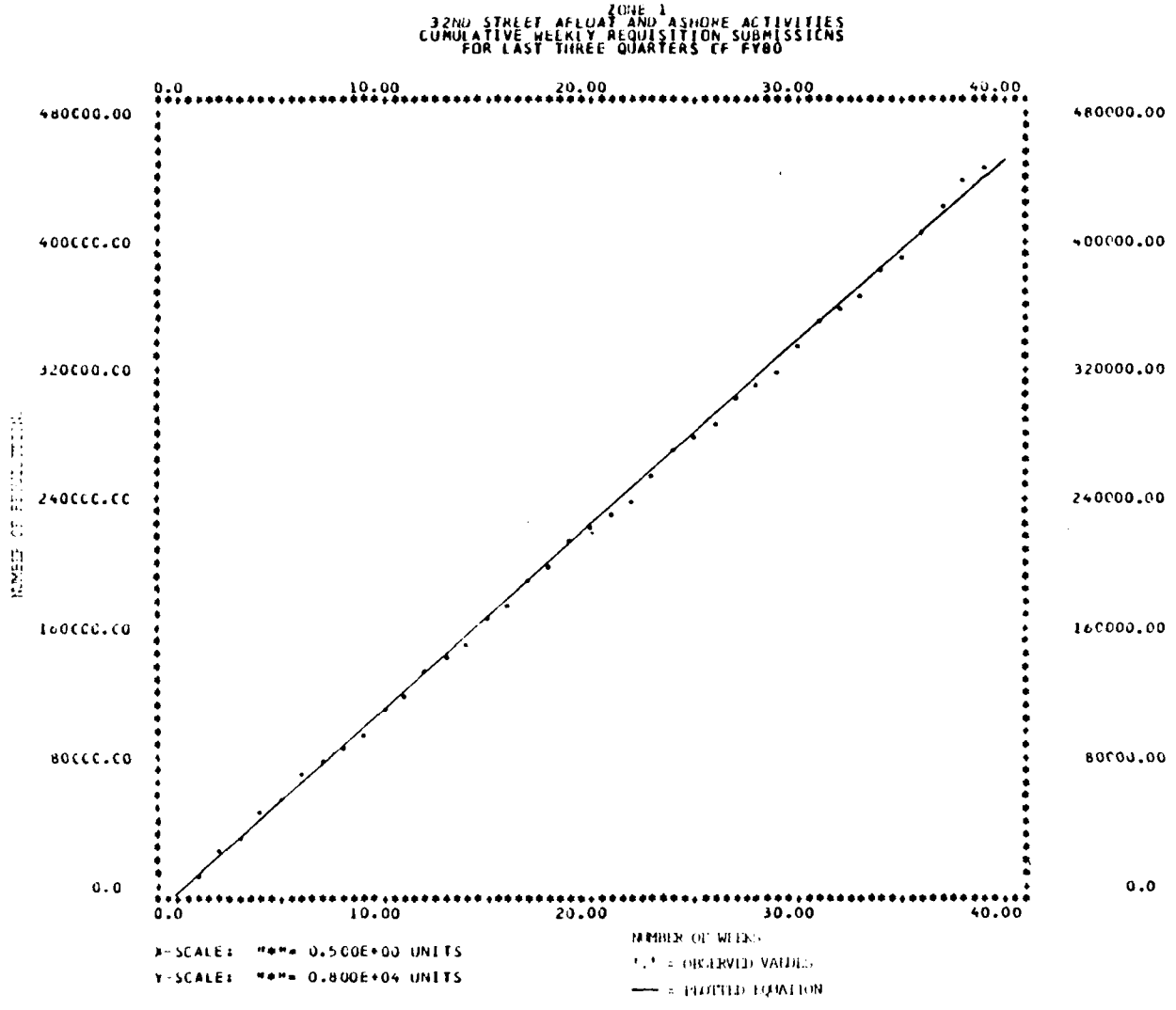


Figure 22: SAMPLE CURVE FITTING PLOT

TABLE 27

9 MONTH EXTRAPOLATION QTYS VS 9 MONTH ANALYSIS QTYS

CATEGORY	EXTRAPOLATION RESULTS	9 MONTH ANALYSIS	DIFF	% ERROR
Reqn Submittals	1,209,036	1,229,483	-20,447	-1.66
Matl Issues	672,909	700,436	-2,117	-0.31
Wt of Movements	64,803,147	62,623,704	+2,179,443	+3.48
Cu of Movements	2,504,820	2,425,816	+79,004	+3.26

TABLE 28

LOCAL CUSTOMER REQUISITION EXTRAPOLATION

ZONE	NUMBER OF REQNS SUBMITTED IN 12 MONTHS
1	588,671
6	164,248
7	88,353
8	393,265
9	102,434
P	16,739
LB	260,433
Total	1,614,143

TABLE 29

LOCAL CUSTOMER MATERIAL ISSUES EXTRAPOLATION

ZONE	NUMBER OF MATL ISSUES IN 12 MONTHS
1	345,240
6	89,781
7	39,931
8	162,323
9	87,348
P	10,378
LB	153,350
Total	888,351

TABLE 30

LOCAL CUSTOMER WEIGHT AND CUBE EXTRAPOLATION

ZONE	WEIGHT OF MATL MOVEMENT IN 12 MONTHS	CUBE OF MATL MOVEMENT IN 12 MONTHS
1	52,041,335	1,942,446
6	21,191,197	831,056
7	4,897,549	218,247
8	20,630,564	737,619
9	7,437,291	537,639
P	829,748	46,560
LB	10,297,309	353,652
Total	117,324,993	4,667,219

One comparison does deserve to be made, however, and that is the total number of measurement tons of local delivery material movement indicated by the cube extrapolation versus NSCSD's pallet count, which theoretically equates to measurement tons. The 4,667,219 cubic feet of material moved portrayed in Table 30 equates to 116,680 measurement tons. This is only 25.8 percent of the 452,062 "measurement tons" which NSCSD purports to have delivered to its local customers. The question of which one of the two figures is more accurate can not be answered. As previously stated, only net weight and net cube figures for GSK and dry provisions were available for use in this study. Therefore, the extrapolated measurement ton figure is understated to the degree that packing, packaging, and repacking materials and FFV and frozen provisions movements could not be accounted for.

While the above appears to argue that NSCSD's pallet count is more accurate, there is no substantiation for such a supposition. The primary problems with the work unit measurement were delineated in Section A and will not be reiterated here. If any conclusion can be drawn, it is that the actual number of measurement tons delivered to local customers lies somewhere between these two extremes.

In summary, several conclusions can be drawn from the preceding local delivery work load analysis. The first is that the vast majority of requisition submittals to, and

material issues made by, NSCSD were to the industrial activities, logistical support organizations, and operating units located at the primary fleet concentration points, most notably the 32nd Street Naval Station, Long Beach, and NASNI. Similarly, the majority of material movement weight and cube during the last nine months of fiscal year 1980 was to these same units. However, it is also apparent that activities which maintain or perform large scale personnel support functions did have a pronounced influence on the actual mass (weight and cube) of material movements.

The significance of this is that the two represent different types of material movement from a planning perspective. In the first instance, it appears that the Supply Center is providing a wide range of sporadically demanded material with different physical characteristics to a large number of co-located customers. As such, if it is desired to minimize the transportation hold times, only the initial delivery runs of each day, which transport material issued the preceding day, can be planned with any degree of certainty with regard to efficient equipment utilization.

Conversely, in the second situation it appears that it is supplying a considerably smaller range of more consistently demanded material of greater physical uniformity to a relatively small number of customers. As such, these material movements should be more conducive to pre-planning and achievement of efficient equipment utilization.

While the above is presented on a supposition basis, it is generally supported by the results of the supply demand pattern study conducted by Robertson. [Ref. 5] The reader is referred to that publication for a more indepth analysis of types of material requested by specific customers.

V. SUMMARY AND RECOMMENDATION

A. SUMMARY

The actual merger of the Naval Air Station, North Island and the Naval Supply Center, San Diego wholesale supply support functions took place 1 October 1980. To date it has been generally accepted that this consolidation has been effective. It is anticipated that one outcome of this consolidation, in conjunction with the NISTARS project, will be a more effective and efficient local delivery system to not only NASNI activities, but to all other local customers as well.

In order to determine the true degree of improvement in supply support, namely local delivery service, a baseline of pre-consolidation data is necessary. This thesis has established such a baseline data set. The set includes:

1. the operating doctrine of the NSCSD local delivery organization;
2. the location of material and the layout of physical facilities;
3. personnel and equipment resources dedicated to the local delivery function;
4. requisition processing and material flow;
5. identification of actual customers and their geographic locations;

6. requisition volume by customer and delivery zone and sub-zone;
7. material issue volume by customer and delivery zone and sub-zone;
8. the magnitude of deliverie to local customers, zones, and sub-zones by weight and cube; and
9. an ABC analysis of material issues by requisition weight and cube.

In addition, several key problem areas were identified and discussed. These included:

1. the problem regarding the double handling of material destined for local delivery due to the dispersion of physical facilities;
2. the inability to break down, by customer, the weight and cube data of local deliveries of FFV and frozen/chill subsistence due to the summary nature of the data;
3. the problems arising from the lack of a specific vehicle scheduling plan;
4. the inconsistency induced in accounting for material movements by the use of pallet counts as a work measurement unit; and
5. the data collection procedures utilized by NSCSD not being sufficiently finite to provide the management information needed to maximize efficiency.

B. RECOMMENDATIONS

Although the research methodology employed was not conducive to making specific recommendations, certain general opinions were formed. Among these were:

1. the pre-SER database used by NSCSD was basically in summary form and did not lend itself to the determination of operational efficiency, let alone resource optimization. More detailed statistics are needed with respect to the volume of individual material movements. Such information could be: full segregation of intra-facility movements instead of local delivery movements; equipment utilization rates per run and in aggregation; delineation of time allocated to fulfilling the various functions required in material movement; and actual weight and cube data by customer.
2. the current dispersion of physical facilities, in combination with the lack of an adequate database, has hindered the formation of a truly integrated physical distribution system. As depicted throughout this thesis, constraints imposed by facilities problems has in fact resulted in NSCSD's having to utilize numerous local delivery arrangements. More specifically, the Broadway Compound, the National

City Annex, and the Long Beach Annex local delivery operations are viewed as concurrent, instead of fully coordinated, systems. Although there is some degree of central control, there is presently an insufficient database to allow a more coordinated system. To fully coordinate the local delivery operation at each location requires the implementation of a "systems approach."

3. the current work measurement unit is not appropriate for management purposes. Although measurements by pallet count are easy to maintain, they are not conducive to formulating meaningful statistics. If possible, some other form of work measurement unit should be adopted, preferably either weight or cube, but at a minimum, measurement ton. Shifting to one of these standards would provide a more consistent and accurate measurement of material movement because it alleviates the under- or over-loading problems inherent in the pallet count system.

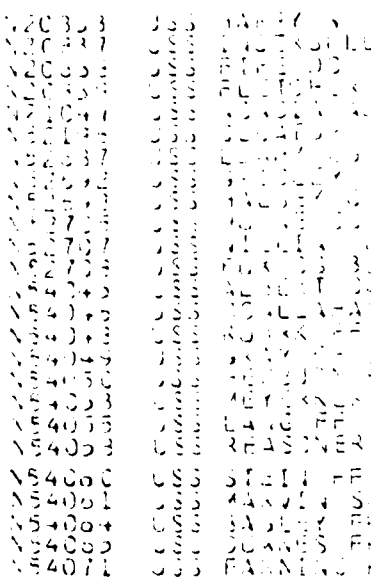
4. in his review of vehicle routing algorithms, Clausen [Ref. 4: p. 97] specified five prerequisites for the installation of an automated vehicle routing/scheduling algorithm. As has been shown in the preceding chapters, NSCSD's customer base, route structure, time standards, random demand patterns, and desire for efficiency are ideally suited for the

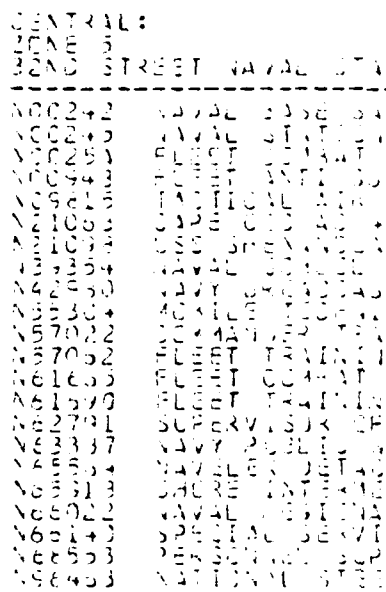
implementation of such a program. As discussed by Gibfried [Ref. 6: pp. 28-30], a vehicle scheduling program was previously installed at NSCSD, and evidently performed effectively in terms of vehicle routing/scheduling. Its discontinuance was caused by data collection problems and not by any deficiency of the program itself. Therefore, it is recommended that some type of vehicle scheduling/routing algorithm be reinstituted. However, any such algorithm must be tailored to the specific requirements of the local delivery situation.

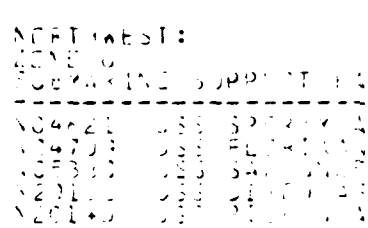
5. while a pre-SER cost analysis could only address direct local delivery costs due to the problems discussed in Chapter I, it is strongly recommended that a comprehensive cost analysis be conducted of the NSCSD local delivery system. To conduct a thorough post-SER cost analysis there are several items of information and data which must be available. These are:
   a. complete and accurate local delivery cost data broken down to the lowest cost element possible.
   b. a work measurement unit which is more realistic and accurate than pallet count is an absolute necessity.

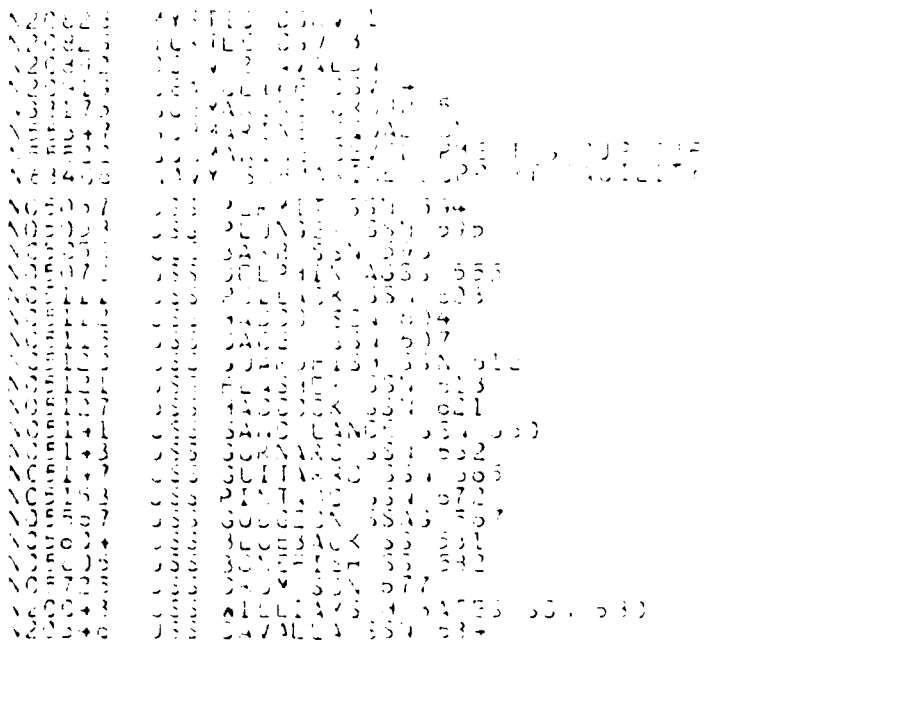
APPENDIX A

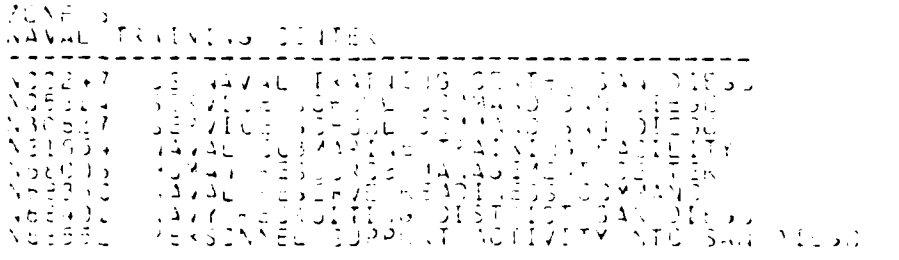
LOCAL CUSTOMER LIST

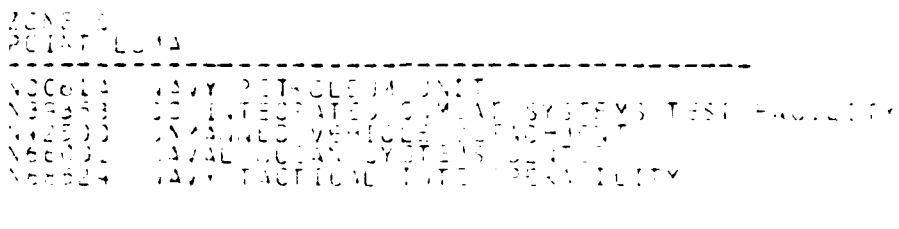


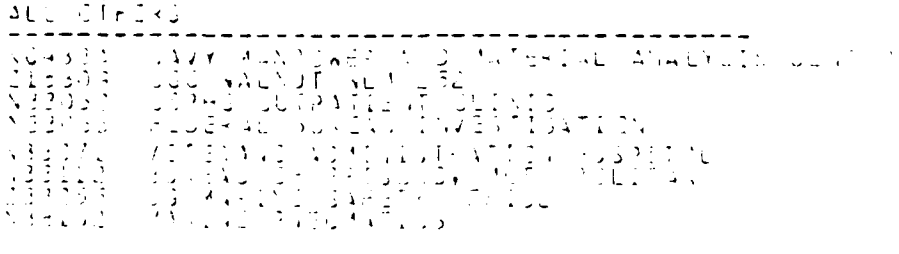












[illegible]
[illegible] NAVAL [illegible]
[illegible] NAVAL [illegible] TRAINING SUPPORT CENTER PACIFIC
[illegible]
[illegible] SYSTEMS SUPPORT ACTIVITY
[illegible]
[illegible] NAVY [illegible] CONTROL AND DEVELOPMENT CENTER
[illegible]
[illegible]
[illegible] YACHT [illegible]
[illegible] AND SPACE COMPANY
[illegible] SAN DIEGO ENGINEERING

[illegible]
ZONE 7
NAS MIRAMAR

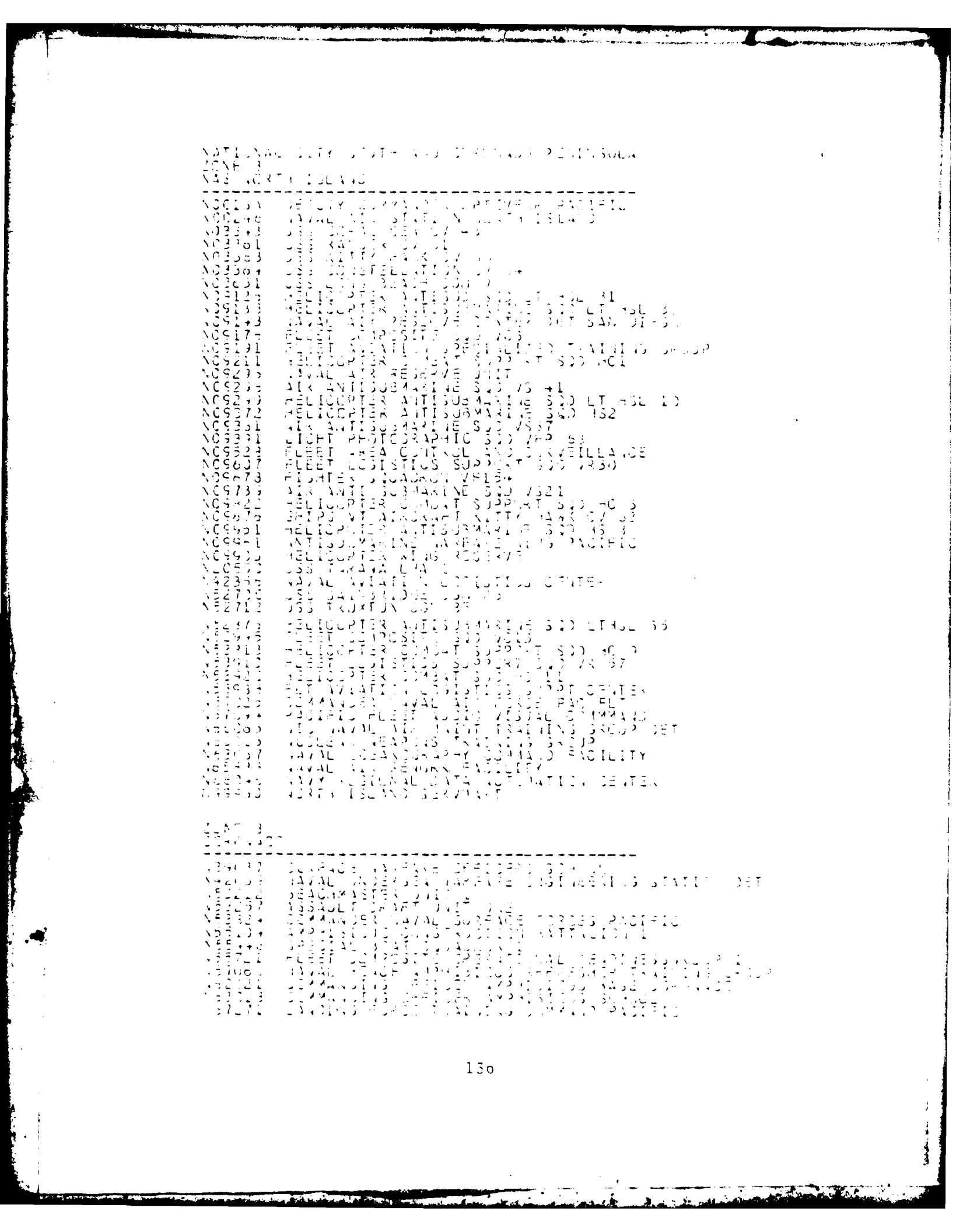
N09048 CARRIER AIRBORNE EARLY WARNING TRAINING SQD RVAW 110
N09074 CARRIER AIRBORNE EARLY WARNING SQD VAW 33
N09095 FIGHTER SQUADRON VF 124
N09103 FIGHTER SQUADRON VF 301
N09120 FIGHTER SQUADRON VF 302
N09233 AIR ANTISUBMARINE SQUADRON VS 33
N09277 FIGHTER SQUADRON VF 121
N09284 ATTACK SQUADRON VA 145
N09428 FIGHTER AIRBORNE EARLY WARNING WING PACIFIC
N09451 CARRIER AIRBORNE EARLY WARNING SQD VAW 112
N09452 CARRIER AIRBORNE EARLY WARNING SQD VAW 114
N09453 CARRIER AIRBORNE EARLY WARNING SQD VAW 113
N09473 FIGHTER SQUADRON VF 51
N09481 FIGHTER SQUADRON VF 126
[illegible] FLEET [illegible] SPECIAL OP TRAINING DET [illegible]
[illegible] FLEET COMPOSITE SQUADRON VC [illegible]
[illegible] AIR TEST AND EVALUATION SQDN VX 4
[illegible] NAVY FIGHTER WEAPONS SCHOOL
[illegible] NAVAL AIR STATION MIRAMAR
[illegible] NAVAL AIR [illegible] GROUP DET MIRAMAR
[illegible] NAVAL OCEANOGRAPHY COMMAND
[illegible] NAVAL DRUG REHABILITATION CENTER
[illegible] US NAVAL COMMUNICATION STATION

ZONE [illegible]
NRMC SAN DIEGO

[illegible] NAVAL REGIONAL MEDICAL CENTER SAN DIEGO

ZONE [illegible]
[illegible]

[illegible]



ZONE 3
ALL OTHERS

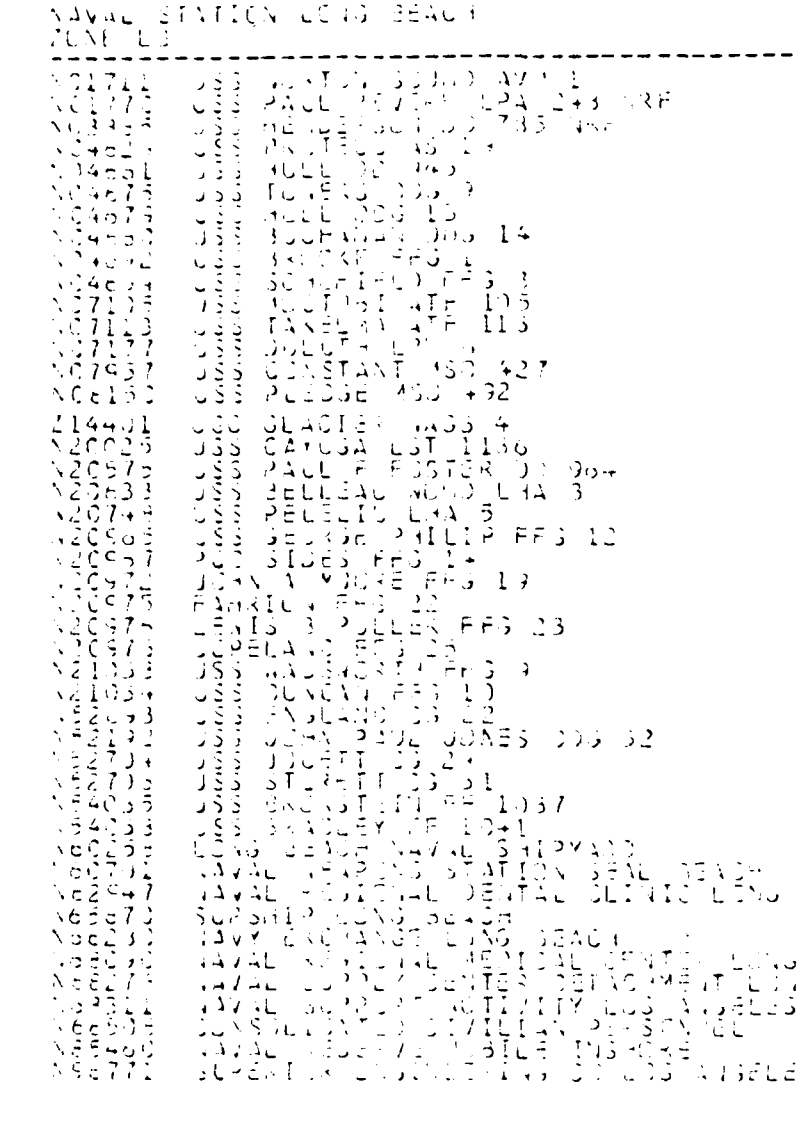
N38155	NAV ENTERPRISE
N38161	ATKINSON MARINE CORP
N38172	BAY AREA CONTROLS INC
N38176	PRECISION WELDING & STRESS
N57100	SPECIAL WARFARE GROUP 1
N50631	NAVY COMMISSARY STORE REGION SAN DIEGO
N66135	NAVY RESALE AND SERVICES SUPPORT CENTER
N94771	[illegible] SYSTEMS
N96833	ARCWEL CORPORATION
N96894	SOUTHWEST MARINE INC

BROADWAY COMPLEX
ZONE 9

N00244	NAVAL SUPPLY CENTER SAN DIEGO
N43455	MILITARY SEALIFT COMMAND
N60957	FLEET ACCOUNTING AND DISBURSING CENTER PACIFIC
N63895	NAVAL SECURITY GROUP DET NAVCOMMSTA SAN DIEGO
N68825	PERSONNEL SUPPORT ACTIVITY

CAMP PENDLETON
ZONE P

MMC100	GENERAL ACCOUNT
M00978	MARINE CORPS TACT SYSTEMS SUPT ACT
N09202	MARINE ATTACK HELICOPTER SQ HMA 169
N09361	MARINE ATTACK HELICOPTER SQ HMA 369
N09303	MARINE AIRCRAFT GROUP MAG 39
N68094	NAVAL REGIONAL MEDICAL CENTER CAMP PENDLETON
M11001	HEADQUARTERS BATTALION
M11100	THIRD BN FIFTH MARINES
M11230	3RD BATTALION 7TH MARINES
M21410	FIRST TANK BATTALION
M21620	3RD ANGLICO
M21820	3D AMPHIBIAN TRACTOR BATTALION
M28301	HEADQUARTERS AND SERVICE BN
M28310	1ST SUPPLY BATTALION
M28321	M28321 1ST MAINTENANCE BATTALION
M28331	CONSOLIDATED ISSUE POINT NO 1
M28340	CONSOLIDATED ISSUE POINT NO 2
M28380	FIRST DENTAL BATTALION
M34000	PROPERTY CONTROL OFFICER
M53250	MARINE BARRACKS
M67271	LANDING FORCE TRAINING COMD
M73403	SHIPS DETACHMENT SUPPLY OFFICER
M95475	MARINE CORPS RECRUITING STATION
M97111	MEDICAL SUPPLY OFFICER



NAVAL STATION LONG BEACH
ZONE L3

UMMIPS TIME STANDARDS FOR REQUISITIONED MATERIAL

Priority Designator[1,4]	CONUS Requisitioners, Canada, or POE[2]	Alaska, Hawaii, Caribbean, Central America, North Atlantic, Northern Europe[2,3]	South America, Western Mediterranean[2,3]	Africa, Eastern Mediterranean[2,3]	Far East, Southeast Asia, Australia[2,3]	Middle East (Persian Gulf, Red Sea)[2,3]
∅1-∅3	8	12	12	12	13	12
∅4-∅8	12	16	16	16	17	16
∅9-15	31	69	74	81	93	98

[1]When material is immediately issued by the stock point to which a requisition is submitted (or if the requisition is submitted directly to an ICP), decrease the time standards in this chart by one day for PD ∅1-∅8 requirements, and by two days for PD ∅9-15 requirements.

[2]These time standards represent the cumulative number of calendar days normally required for:

1. requisition submittal;
2. availability determination and storage site processing;
3. referral (see Note 1);
4. transportation hold (containerization and consolidation when required), and CONUS in-transit to CONUS requisitioner, Canada, or POE;
5. overseas shipment/delivery;
6. receipt take up by requisitioner.

[3]Time standards for PD ∅9-15 requirements also apply to any PD ∅1-∅8 cargo which may be diverted to surface movement. However, high priority requirements will be diverted to surface movement only when:

1. a temporary blanket authorization is granted by JCS or the cognizant CINC (CINCLANTFLT/CINCPACFLT/CINCUSNAVEUR);
2. a specific authorization is provided by the requisitioner; or
3. the characteristics of the material preclude air movement due to size, weight, or hazard classification.

[4]PD ∅1-∅3 requisitions and PD ∅1-∅8 NORS requisitions will be processed by the supply system on a 24-hour workday, 7-day workweek basis. PD ∅4-∅8 non-NORS requisitions and PD ∅9-15 requisitions will be processed on an 8-hour workday, 5-day workweek basis; however, consistent with the volume of requisitions required to be processed, the work shifts of supply activities may be adjusted, as necessary, to meet UMMIPS time frames.

APPENDIX C

LOCAL CUSTOMER LIST BY REQUISITION SUBMISSIONS

		NUMBER OF REQUISITIONS
00244	NAVAL SUPPLY CENTER SAN DIEGO	74465
60258	LONG BEACH NAVAL SHIPYARD	73894
65888	NAVAL AIR REWORK FACILITY	67736
00246	NAVAL AIR STATION NORTH ISLAND	61018
03361	USS RANGER CV 61	55221
65518	SHORE INTERMEDIATE MAINTENANCE ACTIVITY	54469
60259	NAVAL AIR STATION MIRAMAR	47616
04648	USS SAMUEL GOMPERS AC 37	34090
04621	USS SPERRY AS 12	33854
20132	USS DIXON AS 37	32523
08810	USS JASON AR 8	25709
03364	USS CONSTELLATION CV 64	21638
04620	USS PRAIRIE AD 15	21073
20550	USS TARAWA LHA 1	20355
J88006	USS AJAX AR 6	17138
03363	USS KITTY HAWK CV 63	17115
63387	NAVY PUBLIC WORKS CENTER	15067
53988	FLT AVIATION LOGISTICS SUPPT CENTER	13588
52706	USS STERETT CG 31	13116
20633	USS BELLEAU WOOD LHA 3	12755
65584	NAVELEX DETACHMENT SAN DIEGO	11921
04660	USS BUCHANAN DDG 14	9828
66301	NAVAL OCEAN SYSTEMS CENTER	9730
68054	NAVAL REGIONAL MEDICAL CENTER CAMP PENDELTON	9638
68056	NAVAL REGIONAL MEDICAL CENTER SAN DIEGO	9277
04652	USS BROOKE FFG 1	9020
61665	FLEET COMBAT TRAINING CENTER PACIFIC	8307
07163	USS DENVER LPD 9	7806
52708	USS FOX CG 33	7773
04618	USS DIXIE AD 14	7248
07198	USS TRIPOLI LPH 10	6838
20748	USS PELELIU LHA 5	6700
00247	USS NAVAL TRAINING CENTER SAN DIEGO	6614
20833	USS HARRY W HILL DD 986	6574
00548	FLEET ANTI SUBMARINE WARFARE TRAINING CENTER	6430
52700	USS BAINBRIDGE CGN 25	6252
07202	USS NEW ORLEANS LPH 11	6116
20024	USS SCHENECTADY LST 1185	6001
62791	SUPERVISOR OF SHIPBLDG CONVERSION AND REPAIR	6000
52705	USS HORNE CG 30	5872
03131	USS POINT DEFIANCE LSD 31	5849
52663	USS ENGLAND CG 22	5491
20617	USS CUSHING DD 985	5435
20559	USS JOHN YOUNG DD 973	5384
54055	USS LANG FF 1060	5233
20567	USS ELLIOTT DD 967	5015
04693	USS RAMSEY FFG 2	5010
54065	USS DOWNES FF 1070	4915
07176	USS OGDEN LPD 5	4861
53257	ASSAULT CRAFT UNIT ONE	4845
04615	USS TOWERS DDG 9	4765
00245	NAVAL STATION SAN DIEGO	4736
07177	USS DULUTH LPD 6	4601
04678	USS ROBISON DDG 12	4523
04679	USS HOEL DDG 13	4466
21023	USS WADSWORTH FFG 9	4422
07184	USS JUNEAU LPD 10	4381
66280	NAVY EXCHANGE LONG BEACH	4263
03128	USS THOMASTON LSD 28	4160
04681	USS BERKELEY DDG 15	4140
20616	USS LEFTWICH DD 984	4066
68311	NAVAL SUPPORT ACTIVITY LOS ANGELES LONG BEACH	3999
52041	COMMANDING OFFICER AMPHIBIOUS BASE CORONADO	3965
54036	USS BRADLEY FF 1041	3857
0581A	SERVICE SCHOOL COMMAND SAN DIEGO	3814
61690	FLEET TRAINING CENTER SAN DIEGO	3791
07161	USS OKINAWA LPH 3	3723
35845	USS DURHAM LKA 114	3716
20015	USS FORT FISHER LSD 40	3699
05847	USS ST LOUIS LKA 116	3684
66105	NAVY RESALE AND SERVICES SUPPORT CENTER	3638
04661	USS HULL DD 945	3614
04673	USS HENRY B WILSON DDG 7	3555
54049	USS GRAY FF 1054	3498
54071	USS FANNING FF 1076	3423
52712	USS TRUXTUN CGN 35	3371
54050	USS HEPBURN FF 1055	3333
63406	NAVY SUBMARINE SUPPORT FACILITY	3251
20566	USS HEWITT DD 966	3251
52667	USS LEAHY CG 16	3244
20591	USS DAVID R RAY DD 971	3201

07182	USS DUBUQUE LPD 8	3196
52707	USS WILLIAM L STANDLEY CG 32	3016
20221	USS BARBOUR COUNTY LST 1195	2993
20578	USS OLDENDORF DD 972	2962
20576	USS KINKAID DD 965	2928
03843	USS SOUTHERLAND DD 743	2866
07567	USS ENHANCE MSO 437	2857
57100	SPECIAL WARFARE GRCLP 1	2814
55104	AMPHIBIOUS CONSTRUCTION BATTALION 1	2808
52698	USS HALSEY CG 23	2791
52704	USS JOUETT CG 29	2758
20838	USS FIFE DD 991	2754
20025	USS CAYUGA LST 1186	2749
05350	USS SAN CLEMENTE ARD 30	2679
01998	USS POINT LOMA SCCS 2	2590
63015	NAVAL EDUCATION AND TRAINING SUPPORT CENTER PACIFIC	2540
20021	USS FRESNO LST 1182	2462
20026	USS TUSCALOOSA LST 1187	2435
20030	USS RACINE LST 1191	2413
60042	NAVAL AIR FACILITY EL CENTRO	2340
20816	USS PAUL F FOSTER DD 964	2324
08160	USS FLETCE MSC 492	2304
20022	USS PEORIA LST 1183	2231
05725	USS DRUM SSN 677	2188
66022	NAVAL REGIONAL DENTAL CLINIC SAN DIEGO	2176
04715	USS FLORIKAN ASR 5	2174
55522	SUBMARINE DEVELOPMENT GROUP ONE	2163
04614	USS LYNDE MC CORMICK DDG 8	2144
54061	USS MARVIN SHIELDS FF 1066	2131
01711	USS NORTON SOUND AVM 1	2121
20827	USS INGERSOLL DD 990	2115
20602	USS MERRILL DD 976	2110
97100	RCA SAN DIEGO ENGINEERING	2070
07111	USS VANCOUVER LPD 2	2062
04562	USNS TALUGA T AO 62	1994
04667	USS TURNER JOY DD 951	1978
52152	USS JOHN PAUL JONES DDG 32	1968
20224	USS BRISTOL COUNTY LST 1198	1965
52662	USS GRIDLEY CG 21	1939
07101	USS CLEVELAND LPD 7	1897
21034	USS DUNCAN FFG 10	1881
31554	NAVAL SUBMARINE TRAINING FACILITY	1856
04654	USS SCHOFIELD FFG 3	1845
70240	US NAVAL COMMUNICATION STATION	1833
54035	USS BRONSTEIN FF 1037	1811
20054	USS COCK FF 1083	1773
05846	USS MOBILE LKA 115	1752
54046	USS OCALLAHAN FF 1051	1752
20892	DSRV 2 AVALON	1728
17741	YR 85	1710
20023	USS FREDERICK LST 1184	1705
05143	USS GURNARD SSN 662	1697
20066	USS BARBEY FF 1088	1675
53212	BEACHMASTER UNIT 1	1597
07203	USS ANCHORAGE LSD 36	1480
03133	USS ALAMO LSD 33	1417
20839	USS FLETCHER DD 992	1407
03665	USS HENDERSON DD 785 NRF	1402
20028	USS SAN BERNARDINO LST 1189	1399
07113	USS TAKELMA ATF 113	1399
54060	USS STEIN FF 1065	1396
68090	NAVAL REGIONAL MEDICAL CENTER LONG BEACH	1394
03691	USS LONG BEACH CGN 9	1389
07567	USS CONSTANT MSO 427	1360
63866	NAVAL SECURITY GRCLP DET NAVCOMMSTA SAN DIEGO	1351
20014	USS MOUNT VERNON LSD 39	1314
54064	USS BAGLEY FF 1069	1304
20143	USS PIGEON ASR 21	1279
65810	SUPSHIP LONG BEACH	1276
05057	USS PERMIT SSN 594	1231
65913	NAVAL SEA SUPPORT CENTER	1222
54058	USS REASONER FF 1063	1182
37594	USS PLUCK MSO 464	1182
05147	USS GUITARRO SSN 665	1167
62947	NAVAL REGIONAL DENTAL CLINIC LONG BEACH	1166
05605	USS JONEFISH SS 582	1142
60661	NAVY COMMISSARY STORE REGION SAN DIEGO	1137
09191	FLEET AVIATION SPECIALIZED TRAINING GROUP	1135
05112	USS HADDO SSN 604	1129
05095	USS BARB SSN 596	1076
04629	USS PROTEUS AS 19	1068
54053	USS MEYERKORD FF 1058	1063

206C1	USS OBRIEN DD 975	1063
03864	USS MCKEAN DD 784	1023
54045	USS ALBERT DAVID FF 1050	910
05567	USS GUDGEON SSAG 567	855
05153	USS PINTADO SSN 672	848
68883	PERSONNEL SUPPORT ACTIVITY	845
05121	USS FLASHER SSN 613	844
07105	USS MOCTOBI ATF 105	780
621C6	NAVAL RESERVE CENTER	779
63162	FLEET COMBAT DIRECTION SYSTEMS SUPPORT ACTIVITY	742
05127	USS HADDOCK SSN 621	686
39383	CO INTEGRATED COMBAT SYSTEMS TEST FACILITY	685
05120	USS GUARDFISH SSN 612	660
0025A	FLEET COMBAT SYSTEMS TRAINING CENTER	641
52156	USS DECATUR DDG 31	624
96771	SUPERIOR ENGINEERING CO LOS ANGELES	592
05EC4	USS BLUEBACK SS 581	581
09528	FLEET AREA CONTROL AND SURVEILLANCE	575
20966	USS GEORGE PHILIP FFG 12	553
42540	UNMANNED VEHICLE DETACHMENT	547
68882	PERSONNEL SUPPORT ACTIVITY NTC SAN DIEGO	536
20E28	MYSTIC DSRV 1	532
68824	NAVY TACTICAL INTEROPERABILITY	528
68825	PERSONNEL SUPPORT ACTIVITY	518
63013	NUCLEAR WEAPONS TRAINING GROUP	512
60957	FLEET ACCOUNTING AND DISBURSING CENTER PACIFIC	511
55721	FLEET COMPOSITE OPERATIONAL READINESSGROUP 1	508
57094	PACIFIC FLEET AUDIO VISUAL COMMAND	496
63018	COMMANDING OFFICER AMPHIBIOUS SCHOOL	488
53813	HELICOPTER COMBAT SUPPORT SQD HC 9	482
04651	USS WADDELL DDG 24	465
39C37	SURFACE WARFARE OFFICERS SCHOOL	460
03135	USS MONTICELLO LSD 35	443
09120	FIGHTER SQUADRON VF 302	430
67211	LANDING FORCE TRAINING COMMAND PACIFIC	425
20829	TURTLE DSV 3	421
05256	NAVAL AIR RESERVE UNIT	389
607C1	NAVAL WEAPONS STATION SEAL BEACH	365
03343	USS CORAL SEA CV 43	356
20919	SEA CLIFF DSV 4	346
0910B	FIGHTER SQUADRON VF 301	339
42039	NAVAL UNDERSEA WARFARE ENGINEERING STATION DET	334
05052	USS DOLPHIN AGSS 555	305
57025	COMMANDER NAVAL AIR FORCE PAC FLT	299
66664	NAVAL DRUG REHABILITATION CENTER	294
00242	NAVAL BASE SAN DIEGO	288
39364	NAVAL SCHOOL OF DENTAL ASSISTING AND TECHNOLOGY	284
33052	USPHS OUTPATIENT CLINIC	277
52515	FLEET COMPOSITE SQD VC13	247
09510	FLEET AVIATION SPECIAL OP TRAINING DET WARNER SPRINGS	246
04446	SPECIAL BOAT SQUADRON 1	236
55304	MOBILE TECHNICAL UNIT 5	235
04E6A	NAVY MANPOWER AND MATERIAL ANALYSIS CENTER	213
53910	FLEET LOGISTICS SUPPORT SQD VR 57	210
14401	CGC GLACIER WAGE 4	209
09074	CARRIER AIRBORNE EARLY WARNING SQD VAW 88	207
09259	HELICOPTER ANTISUBMARINE SQD LT HSL 10	198
96460	TRIPLE A SOUTH	198
57062	FLEET TRAINING GROUP SAN DIEGO	194
33115	SUBMARINE GROUP 5	180
05822	HELICOPTER COMBAT SUPPORT SQD HC 3	171
09211	HELICOPTER COMBAT SUPPORT SQD HC1	169
53824	COMMANDER NAVAL SURFACE FORCES PACIFIC	163
63037	NAVAL OCEANOGRAPHY COMMAND FACILITY	163
09126	HELICOPTER ANTISUB SQD LT HSL 31	152
05058	USS PLUNGER SSN 595	150
09561	ANTISUBMARINE WARFARE WING PACIFIC	147
68221	NAVY PERSONNEL RESEARCH AND DEVELOPMENT CENTER	144
21C63	CAPE CUC AO 43	134
42366	NAVAL AVIATION LOGISTICS CENTER	132
07110	USS QUAPAW ATF 110	127
96592	LOCKHEED MISSILE AND SPACE COMPANY	126
38176	PRECISION WELDING & STRESS	125
09258	AIR ANTISUBMARINE SQD VS 41	118
68290	NAVAL RESERVE READINESS COMMAND	116
20976	LEWIS B PULLER FFG 23	111
53920	HELICOPTER COMBAT SQD HC 11	110
38161	ATKINSON MARINE CORP	106
68C46	NAVY REGIONAL DATA AUTOMATION CENTER	104
09C99	FIGHTER SQUADRON VF 124	101
96833	ARCWEL CORPORATION	97
54048	USS NOAH FF 1053	96

38155	RAM ENTERPRISE	93
20972	JOHN A MCCRE FFG 19	89
85460	NAVAL RESERVE MOBILE INSHORE	87
28360	FIRST DENTAL BATTALION	87
56614	SOUTHWEST MARINE INC	82
57022	COMMANDER TRAINING COMMAND PACIFIC FLEET	82
21047	USS ACALIA AC 42	78
38162	MARINE PNEUMATICS	75
38173	INGERSOLL-RAND	74
97111	MEDICAL SUPPLY OFFICER	72
38148	ALOI CORPORATION	71
11001	HEADQUARTERS BATTALION	70
05111	USS POLLACK SSN 603	68
58347	SUBMARINE SQUADRON 3	68
57006	NAVAL BEACH AMPHIBIOUS REFRESHER TRAINING GROUP	65
52512	NAVY FIGHTER WEAPONS SCHOOL	64
63116	NAVAL HEALTH RESEARCH CENTER	60
09138	HELICOPTER ANTISUBMARINE SQD LT HSL 33	59
09739	AIR ANTI SUBMARINE SQD VS21	59
09351	LIGHT PHOTOGRAPHIC SQD VFP 63	59
20515	FAHRION FFG 22	59
56463	NATIONAL STEEL AND SHIPBLDG CO	58
09372	HELICOPTER ANTISUBMARINE SQD HS2	57
09176	FLEET COMPOSITE SQD VC3	56
52676	HELICOPTER ANTISUBMARINE SQD LTHSL 35	55
09608	MARINE AIRCRAFT GROUP MAG 39	55
15309	CGC WALNUT WLM 262	55
09844	SHIPS VT ACFT USS NEW ORLEANS LPH 1	55
09458	CARRIER AIRBORNE EARLY WARNING SQD VAW 112	54
09048	CARRIER AIRBORNE EARLY WARNING TRAINING SQD RVAW 110	53
09263	AIR ANTISUBMARINE SQUADRON VS 33	48
00618	NAVY PETROLEUM UNIT	48
20967	PCO SIDES FFG 14	48
05141	USS SAND LANCE SSN 660	46
20346	USS CAVALLA SSN 684	45
20043	USS WILLIAMS P EATES SSN 680	45
09381	AIR ANTISUBMARINE SQD VS37	45
43435	MILITARY SEALIFT COMMAND	44
05115	USS DACE SSN 607	44
96457	WHITAKER CORP	42
68508	CONSOLIDATED CIVILIAN PERSONNEL	42
09607	FLEET LOGISTICS SUPPORT SQD VR30	39
05581	HELICOPTER ANTISUBMARINE SQD HS 8	37
09678	FIGHTER SQUADRON VF154	36
68003	HUMAN RESOURCE MANAGEMENT CENTER	36
09425	FIGHTER AIRBORNE EARLY WARNING WING PACIFIC	34
09830	AIR TEST AND EVALUATION SQDN VX 4	32
09876	SHIPS VT AIRCRAFT KITTY HAWK CV 63	30
MC100	GENERAL ACCOUNT	30
38168	AMEX SYSTEMS INC	30
66140	SPECIAL SERVICES	29
38160	BAY CITY MARINE	29
09277	FIGHTER SQUADRON VF 121	27
09815	TACTICAL AIR CONTROL SQ 1 VCT 1	26
00168	DEPUTY COMMANDER CPTEVFOR PACIFIC	26
28301	HEADQUARTERS AND SERVICE BN	26
38169	AMEX SYSTEMS INC	25
09627	FLEET COMPOSITE SQUADRON VC 7	25
09481	FIGHTER SQUADRON VF 126	23
09462	CARRIER AIRBORNE EARLY WARNING SQD VAW 114	23
09264	ATTACK SQUADRON VA 145	22
34000	PROPERTY CONTROL OFFICER	21
38170	BAY AREA CONTROLS INC	20
66064	OIC NAVAL AIR PAINT TRNG GROUP DET MIRAMAR	19
94771	NORDEN SYSTEMS	17
66412	NAVAL OCEANOGRAPHY COMMAND	13
68401	NAVY RECRUITING DISTRICT SAN DIEGO	11
33003	FEDERAL BUREAU INVESTIGATION	10
42580	NAVY BROADCASTING SERVICE DETACHMENT	10
09415	FIGHTER SQUADRON VF 51	10
21820	3D AMPHIBIAN TRACTOR BATTALION	10
09143	NAVAL AIR RESERVE CENTER DET SAN DIEGO	9
09583	HELICOPTER WING RESERVE	9
09465	CARRIER AIRBORNE EARLY WARNING SQD VAW 116	8
33255	CG MARINE SAFETY OFFICE	8
01770	USS PAUL REVERE LPA 248 NRF	6
38167	AMETEK	5
66065	OIC NAVAL AIR PAINT TRAINING GROUP DET	5
33071	VETERANS ADMINISTRATION HOSPITAL	5
36402	HARBOR BOAT AND YACHT CO	5
09256	SHIPS VT AIRCRAFT	5
68256	NATIONAL PARACHUTE TEST RANGE EL CENTRO	4

28310	1ST SUPPLY BATTALION	4
28321	CONSOLIDATED ISSUE POINT NO 1	4
00578	MARINE CORPS TACT SYSTEMS SUPT ACT	4
09202	MARINE ATTACK HELICOPTER SQD HMA 169	4
68276	NAVAL SUPPLY CENTER DETACHMENT LONG BEACH	4
28121	M28321 1ST MAINTENANCE BATTALION	3
53260	MARINE BARRACKS	3
93403	SHIPS DETACHMENT SUPPLY OFFICER	3
30627	SERVICE SCHOOL COMMAND SAN DIEGO	3
05860	SHIPS VT AIRCRAFT	3
94555	N94995 GENERAL DYNAMICS CORP	2
21368	USS SHENANDOAH AD 44	2
11280	3RD BATTALION 7TH MARINES	2
09261	MARINE ATTACK HELICOPTER SQD HMA 369	2
99660	NORTH ISLAND SERVMART	1
11160	THIRD BN FIFTH MARINES	1
21410	FIRST TANK BATTALION	1
21626	3RD ANGLICO	1
93913	MARINE CORPS RECRUITING STATION	1
28340	CONSOLIDATED ISSUE POINT NO 2	1
90869	CONVAIR	1
38177	THE STANWICK CORP	1
32112	BUREAU OF PRISONS, METROPOLITAN	1
67271	LANDING FORCE TRAINING CMND	0
20578	COPELAND FFG 25	0

APPENDIX D

LOCAL CUSTOMER LIST BY SHIPPING DOCUMENTS

		NUMBER OF SHIPPING DOCS
00244	NAVAL SUPPLY CENTER SAN DIEGO	64851
60259	LONG BEACH NAVAL SHIPYARD	37574
65918	SHORE INTERMEDIATE MAINTENANCE ACTIVITY	29950
03361	USS RANGER CV 61	28660
00246	NAVAL AIR STATION NORTH ISLAND	25462
60259	NAVAL AIR STATION MIRAMAR	19631
04648	USS SAMUEL GOMPERS AD 37	19604
04621	USS SPERRY AS 12	19065
20132	USS DIXON AS 37	17716
65668	NAVAL AIR REWORK FACILITY	17694
08810	USS JASON AR 8	16279
04620	USS PRAIRIE AD 15	12997
63367	NAVY PUBLIC WORKS CENTER	11741
08806	USS AJAX AR 6	11081
03363	USS KITTY HAWK CV 63	8656
20590	USS TARAWA LHA 1	8427
03364	USS CONSTELLATION CV 64	8309
68054	NAVAL REGIONAL MEDICAL CENTER CAMP PENDELTON	7625
52706	USS STERETT CG 31	7191
68056	NAVAL REGIONAL MEDICAL CENTER SAN DIEGO	6661
20613	USS BELLEAU WOOD LHA 3	6233
34679	USS HOEL DDG 13	5809
04652	USS BROOKE FFG 1	5671
04660	USS BUCHANAN DDG 14	5567
52708	USS FOX CG 33	5495
54028	USS BRADLEY FF 1041	5002
65564	NAVELEX DETACHMENT SAN DIEGO	4968
07183	USS DENVER LPD 9	4953
00247	US NAVAL TRAINING CENTER SAN DIEGO	4908
66001	NAVAL OCEAN SYSTEMS CENTER	4645
04618	USS DIXIE AD 14	4558
61665	FLEET COMBAT TRAINING CENTER PACIFIC	4051
03131	USS POINT DEFIANCE LSD 31	3996
53267	ASSAULT CRAFT UNIT ONE	3812
52705	USS HORNE CG 30	3805
20024	USS SCHENECTADY LST 1185	3770
53568	FLT AVIATION LOGISTICS SUPPT CENTER	3609
00245	NAVAL STATION SAN DIEGO	3608
20748	USS PELELIU LHA 5	3533
52700	USS BAINBRIDGE CGN 25	3494
07202	USS NEW ORLEANS LPH 11	3482
04678	USS ROBISON DDG 12	3458
07176	USS OGDEN LPD 5	3296
54055	USS LANG FF 1060	3287
54065	USS DOWNES FF 1070	3240
04653	USS RAMSEY FFG 2	3220
20569	USS JOHN YOUNG DE 973	3161
20567	USS ELLIOTT DD 967	3100
62021	COMMANDING OFFICER AMPHIBIOUS BASE CORONADO	3034
20617	USS CUSHING DD 985	3002
04615	USS TOWERS DDG 9	2586
07164	USS JUNEAU LPD 10	2563
20833	USS HARRY W HILL DD 986	2557
68311	NAVAL SUPPORT ACTIVITY LOS ANGELES LONG BEACH	2553
03128	USS THOMASTON LSD 28	2575
07177	USS DULUTH LPD 6	2565
07158	USS TRIPOLI LPH 10	2554
21033	USS WADSWORTH FFG 9	2550
04681	USS BERKELEY DDG 15	2516
20015	USS FORT FISHER LSD 40	2505
05847	USS ST LOUIS LKA 116	2490
54049	USS GRAY FF 1054	2489
04661	USS HULL DD 945	2485
05845	USS DURHAM LKA 114	2470
05814	SERVICE SCHOOL COMMAND SAN DIEGO	2371
62761	SUPERVISOR OF SHIPBLDG CONVERSION AND REPAIR	2285
20221	USS BARBOUR COUNTY LST 1195	2271
00548	FLEET ANTI SUBMARINE WARFARE TRAINING CENTER	2249
54050	USS HEPBURN FF 1055	2213
07182	USS DUBUQUE LPD 8	2189
61650	FLEET TRAINING CENTER SAN DIEGO	2123
63406	NAVY SUBMARINE SUPPORT FACILITY	2115
34673	USS HENRY B WILSON DDG 7	2068
20616	USS LEFTWICH DD 984	2058
52693	USS ENGLAND CG 22	1928
03843	USS SOUTHERLAND DD 743	1912
52704	USS JOUETT CG 29	1878
52667	USS LEAHY CG 16	1875
44011	USS FANNING FF 1076	1854
52652	USS HALSEY CG 23	1853
20020	USS RACINE LST 1191	1838

20015	USS CAYUGA LST 1186	1816
20066	USS FEWITT DD 966	1772
20076	USS KINKAID DD 965	1762
07667	USS ENHANCE MSC 427	1742
01636	USS POINT LOMA ACLS 2	1723
07361	USS OKINAWA LPH 3	1697
52707	USS WILLIAM L STANDLEY CG 32	1682
20051	USS DAVID R RAY DD 971	1651
20026	USS TUSCALOOSA LST 1187	1628
20058	USS JOSEPHUS DD 972	1603
07111	USS VANCOUVER LPD 2	1585
57100	SPECIAL WARFARE GRCLP 1	1578
66022	NAVAL REGIONAL DENTAL CLINIC SAN DIEGO	1554
55104	AMPHIBIOUS CONSTRUCTION BATTALION 1	1514
52712	USS TRUXTUN CGN 35	1512
08150	USS PLEDGE MSC 492	1480
20021	USS FRESNO LST 1182	1471
66105	NAVY RESALE AND SERVICES SUPPORT CENTER	1452
20022	USS PEORIA LST 1183	1443
05360	USS SAN ONOFRE AFD 30	1436
04709	USS FLORIKAN ASR 5	1432
20038	USS FIFE DD 991	1426
04667	USS TURNER JOY DD 951	1414
01711	USS NORTON SOUND AVM 1	1389
60042	NAVAL AIR FACILITY EL CENTRO	1388
20224	USS BRISTOL COUNTY LST 1198	1381
54061	USS MARVIN SHIELDS FF 1066	1338
04962	USNS TALLOGA T AO 62	1277
07181	USS CLEVELAND LPD 7	1269
57100	RCA SAN DIEGO ENGINEERING	1257
20516	USS PAUL F FOSTER DD 964	1246
55622	SUBMARINE DEVELOPMENT GROUP ONE	1244
20837	USS INGERSOLL DD 990	1218
20023	USS FREDERICK LST 1184	1211
66280	NAVY EXCHANGE LONG BEACH	1192
20062	USS MERRILL DD 976	1174
52192	USS JOHN PAUL JONES DDG 32	1167
54035	USS BRONSTEIN FF 1037	1121
20066	USS BARBEY FF 1088	1076
03885	USS HENDERSON DL 765 NRF	1075
20552	OSRV 2 AVALON	1038
17741	YR 85	1037
54046	USS OCALLAHAN FF 1051	1012
52662	USS GRIDLEY CG 21	984
05546	USS MOBILE LKA 115	967
68090	NAVAL REGIONAL MEDICAL CENTER LONG BEACH	963
21034	USS DUNCAN FFG 10	960
60661	NAVY COMMISSARY STORE REGION SAN DIEGO	960
70240	US NAVAL COMMUNICATION STATION	950
07567	USS CONSTANT MSC 427	946
07165	USS MOCTOBI ATF 105	939
20014	USS MOUNT VERNON LSD 39	932
54664	USS SCHOFIELD FFG 3	919
20064	USS COCK FF 1083	885
03133	USS ALAMO LSD 33	881
04614	USS LYNDE MC CORMICK DDG 8	877
54064	USS BAGLEY FF 1069	860
07113	USS TAKELMA ATF 113	859
20143	USS PIGEON ASR 21	833
07564	USS PLUCK MSC 464	813
54060	USS STEIN FF 1065	811
07203	USS ANCHORAGE LSD 36	794
66670	SUPSHIP LONG BEACH	782
05765	USS DRUM SSN 677	769
03691	USS LONG BEACH CGN 9	747
55112	BEACHMASTER UNIT 1	735
20039	USS FLETCHER DD 992	728
54053	USS MEYERKORD FF 1058	714
54069	USS REASONER FF 1063	709
65513	NAVAL SEA SUPPORT CENTER	661
54045	USS ALBERT DAVID FF 1050	656
62947	NAVAL REGIONAL DENTAL CLINIC LONG BEACH	653
20028	USS SAN BERNARDINO LST 1189	648
63015	NAVAL EDUCATION AND TRAINING SUPPORT CENTER PACIFIC	639
68553	PERSONNEL SUPPORT ACTIVITY	630
05143	USS GURNARD SSN 662	628
31584	NAVAL SUBMARINE TRAINING FACILITY	626
05665	USS BONEFISH SS 582	593
05057	USS PERMIT SSN 594	593
05049	USS BARB SSN 596	568
63866	NAVAL SECURITY GRCLP DET NAVCOMMSTA SAN DIEGO	559
98771	SUPERIOR ENGINEERING CO LOS ANGELES	532

051112	USS HADDO SSN 604	524
051147	USS GUITARRO SSN 665	501
046229	USS PROTEUS AS 19	495
055467	USS GUDGEON SSAG 567	443
209665	USS GEORGE PHILIP FFG 12	426
666442	PERSONNEL SUPPORT ACTIVITY NTC SAN DIEGO	412
091191	FLEET AVIATION SPECIALIZED TRAINING GROUP	405
206201	USS OBRIEN DD 975	393
621066	NAVAL RESERVE CENTER	374
038664	USS MCKEAN DD 784	373
051153	USS PINTADO SSN 672	344
056664	USS BLUEBACK SS 581	340
353663	CJ INTEGRATED COMBAT SYSTEMS TEST FACILITY	334
350037	SURFACE WARFARE OFFICERS SCHOOL	327
557721	FLEET COMPOSITE OPERATIONAL READINESSGROUP 1	315
609567	FLEET ACCOUNTING AND DISBURSING CENTER PACIFIC	304
051120	USS GUARDFISH SSN 612	286
425609	UNMANNED VEHICLE DETACHMENT	283
208829	TURTLE DSV 3	282
051121	USS FLASHER SSN 613	278
630013	NUCLEAR WEAPONS TRAINING GROUP	278
095528	FLEET AREA CONTROL AND SURVEILLANCE	271
630018	COMMANDING OFFICERS AMPHIBIOUS SCHOOL	239
631152	FLEET COMBAT DIRECTION SYSTEMS SUPPORT ACTIVITY	236
686524	NAVY TACTICAL INTEROPERABILITY	229
051127	USS HADDOCK SSN 621	213
393654	NAVAL SCHOOL OF DENTAL ASSISTING AND TECHNOLOGY	209
209919	SEA CLIFF DSV 4	155
668664	NAVAL DRUG REHABILITATION CENTER	194
206528	MYSTIC DSRV 1	193
421466	USS DECATUR DDG 31	190
330652	USPHS OUTPATIENT CLINIC	187
144001	CGC GLACIER WAGB 4	176
092966	NAVAL AIR RESERVE UNIT	167
964600	TRIPLE A SOUTH	166
666625	PERSONNEL SUPPORT ACTIVITY	164
002668	FLEET COMBAT SYSTEMS TRAINING CENTER	159
607601	NAVAL WEAPONS STATION SEAL BEACH	147
570625	COMMANDER NAVAL AIR FORCE PAC FLT	145
538813	HELICOPTER COMBAT SUPPORT SQD HC 9	143
672771	LANDING FORCE TRAINING COMMAND PACIFIC	133
570662	FLEET TRAINING CENTER SAN DIEGO	131
091620	FIGHTER SQUADRON VF 202	127
554466	SPECIAL BOAT SQUADRON 1	122
965592	LOCKHEED MISSILE AND SPACE COMPANY	116
091608	FIGHTER SQUADRON VF 301	115
381768	PRECISION WELDING & STRESS	111
570694	PACIFIC FLEET AUDIO VISUAL COMMAND	111
033443	USS CORAL SEA CV 43	109
553604	MOBILE TECHNICAL UNIT 5	107
060374	CARRIER AIRBORNE EARLY WARNING SQD VAW 88	104
092599	HELICOPTER ANTISUBMARINE SQD LT HSL 10	101
539910	FLEET LOGISTICS SUPPORT SQD VR 57	100
381611	ATKINSON MARINE CORP	55
423566	NAVAL AVIATION LOGISTICS CENTER	54
098552	HELICOPTER COMBAT SUPPORT SQD HC 3	87
050112	USS DOLPHIN ASSS 555	86
331115	SUBMARINE GROUP 5	82
091126	HELICOPTER ANTISUB SQD LT HSL 31	81
683380	NAVAL RESERVE READINESS COMMAND	79
050668	USS PLUNGER SSN 595	72
002242	NAVAL BASE SAN DIEGO	72
566853	ARCWEL CORPORATION	68
381773	INGERSOLL-RAND	66
046691	USS WADDELL DDG 24	66
094111	HELICOPTER COMBAT SUPPORT SQD HC1	65
381555	RAM ENTERPRISE	65
381662	MARINE PNEUMATICS	65
381468	ALDI CORPORATION	63
096661	ANTISUBMARINE WARFARE WING PACIFIC	62
570622	COMMANDER TRAINING COMMAND PACIFIC FLEET	60
092598	AIR ANTISUBMARINE SQD VS 41	56
966554	SOUTHWEST MARINE INC	56
425555	FLEET COMPOSITE SQD VC13	55
539520	HELICOPTER COMBAT SQD HC 11	54
688646	NAVY REGIONAL DATA AUTOMATION CENTER	54
C71110	USS GUAM AFF 110	52
110001	HEADQUARTERS BATTALION	47
630037	NAVAL OCEANOGRAPHY COMMAND FACILITY	46
570666	NAVAL BEACH AMPHIBIOUS REFRESHER TRAINING GROUP	46
153069	CGC WALNUT WLM 242	45
203180	FIRST DENTAL BATTALION	43

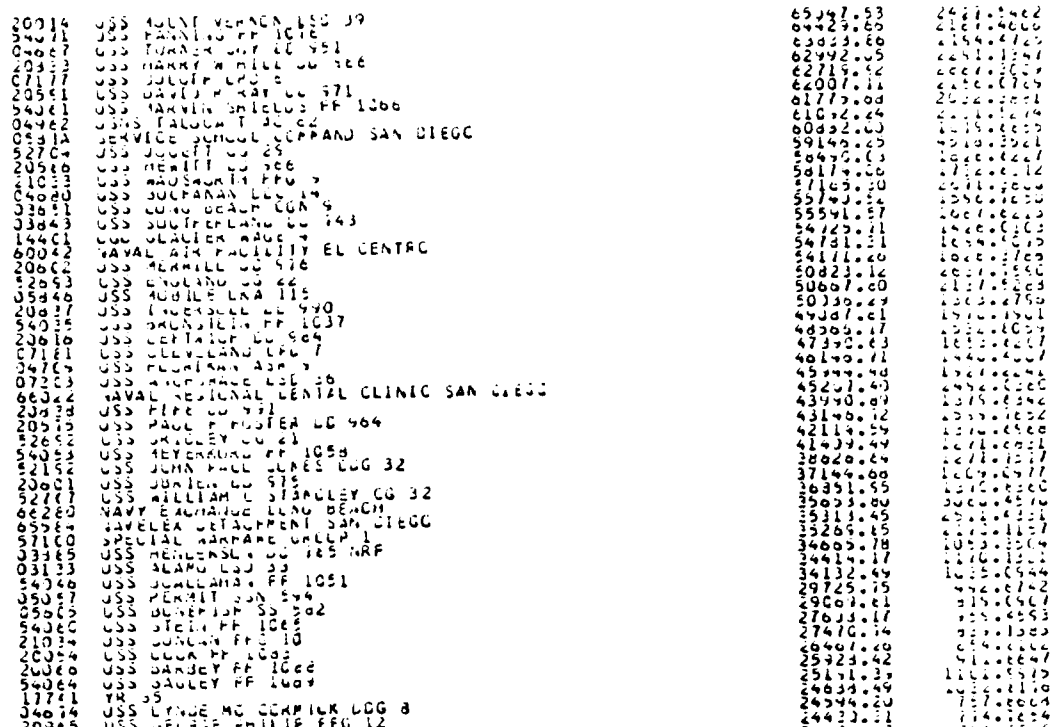
03135	USS MONTICELLO LSD 35	42
09530	FLEET AVIATION SPECIAL OP TRAINING DET MARNER SPRINGS	39
04664	NAVY MANPOWER AND MATERIAL ANALYSIS CENTER	39
96463	NATIONAL STEEL AND SHIPBLDG CO	37
97111	MEDICAL SUPPLY OFFICER	36
52876	HELICOPTER ANTISUBMARINE SQD LTHSL 35	35
54048	USS ROARK FF 1053	35
05111	USS POLLACK SSN 603	35
85460	NAVAL RESERVE MOBILE INSHORE	34
68221	NAVY PERSONNEL RESEARCH AND DEVELOPMENT CENTER	33
09095	FIGHTER SQUADRON VF 124	33
52912	NAVY FIGHTER WEAPONS SCHOOL	33
05868	MARINE AIRCRAFT GROUP MAG 39	33
09351	LIGHT PHOTOGRAPHIC SQD VFP 63	32
96457	WHITAKER CORP	32
66140	SPECIAL SERVICES	29
21063	CAPE COD AD 43	29
53824	COMMANDER NAVAL SURFACE FORCES PACIFIC	29
55347	SUBMARINE SQUADRON 3	27
21047	USS ACACIA AD 42	26
09048	CARRIER AIRBORNE EARLY WARNING TRAINING SQD RVAW 110	26
68303	HUMAN RESOURCE MANAGEMENT CENTER	26
05176	FLEET COMPOSITE SQD VC3	26
38168	AMEX SYSTEMS INC	25
63116	NAVAL HEALTH RESEARCH CENTER	24
09607	FLEET LOGISTICS SUPPORT SQD VR30	24
39138	HELICOPTER ANTISUBMARINE SQD LT HSL 33	24
38169	AMEX SYSTEMS INC	23
09561	HELICOPTER ANTISUBMARINE SQD HS 8	23
20915	FAHRION FFG 22	22
38160	BAY CITY MARINE	21
38170	BAY AREA CONTROLS INC	20
00618	NAVY PETROLEUM UNIT	18
20972	JOHN A MOORE FFG 19	18
09830	AIR TEST AND EVALUATION SQDN VX 4	17
66064	OIC NAVAL AIR MAINT TRNG GROUP DET MIRAMAR	16
42035	NAVAL UNDERSEA WARFARE ENGINEERING STATION DET	16
09263	AIR ANTISUBMARINE SQUADRON VS 33	16
34000	PROPERTY CONTROL OFFICER	15
09844	SHIPS VT ACFT USS NEW ORLEANS LPH 1	15
28301	HEADQUARTERS AND SERVICE BN	14
94771	NORDEN SYSTEMS	14
43435	MILITARY SEALIFT COMMAND	14
00160	DEPUTY COMMANDER CPTEVFOR PACIFIC	14
09277	FIGHTER SQUADRON VF 121	14
09465	FIGHTER AIRBORNE EARLY WARNING WING PACIFIC	14
05312	HELICOPTER ANTISUBMARINE SQD HS2	13
09676	SHIPS VT AIRCRAFT KITTY HAWK CV 63	12
MC100	GENERAL ACCOUNT	11
05827	FLEET COMPOSITE SQUADRON VC 7	10
68401	NAVY RECRUITING DISTRICT SAN DIEGO	10
20043	USS WILLIAMS H BATES SSN 680	9
33266	CG MARINE SAFETY OFFICE	8
09481	FIGHTER SQUADRON VF 126	8
05361	AIR ANTISUBMARINE SQD VS37	6
09815	TACTICAL AIR CONTROL SQ 1 VCT 1	6
33011	VETERANS ADMINISTRATION HOSPITAL	5
09284	ATTACK SQUADRON VA 145	5
96462	HARBOR BOAT AND YACHT CO	5
05583	HELICOPTER WING RESERVE	5
66472	NAVAL OCEANOGRAPHY COMMAND	5
53260	MARINE BARRACKS	5
66508	CONSOLIDATED CIVILIAN PERSONNEL	5
93403	SHIPS DETACHMENT SUPPLY OFFICER	4
09262	MARINE ATTACK HELICOPTER SQD HMA 169	4
28310	1ST SUPPLY BATTALION	4
09465	CARRIER AIRBORNE EARLY WARNING SQD VAW 116	4
09143	NAVAL AIR RESERVE CENTER DET SAN DIEGO	4
38167	AMETEK	3
00518	MARINE CORPS TACT SYSTEMS SUPT ACT	3
09488	CARRIER AIRBORNE EARLY WARNING SQD VAW 112	3
30627	SERVICE SCHOOL COMMAND SAN DIEGO	3
05115	USS DACE SSN 607	3
42580	NAVY BROADCASTING SERVICE DETACHMENT	3
09800	SHIPS VT AIRCRAFT	3
05141	USS SAND LANCE SSN 660	2
20346	USS CAVALLA SSN 684	2
09462	CARRIER AIRBORNE EARLY WARNING SQD VAW 114	2
94695	N94695 GENERAL DYNAMICS CORP	2
33063	FEDERAL BUREAU INVESTIGATION	2
28321	M28321 1ST MAINTENANCE BATTALION	2
99960	NORTH ISLAND SERVPART	2

68256	NATIONAL PARACHUTE TEST RANGE EL CENTRO	2
20567	PCU STODES FFG 14	2
68276	NAVAL SUPPLY CENTER DETACHMENT LONG BEACH	1
90889	CONVAIR	1
38177	THE STANWICK CORP	1
09475	FIGHTER SQUADRON VF 51	1
09729	AIR ANTI SUBMARINE SQD VS21	1
05678	FIGHTER SQUADRON VF151	1
66065	OIC NAVAL AIR MAINT TRAINING GROUP DET	1
28351	CONSOLIDATED ISSUE POINT NO 1	1
21820	30 AMPHIBIAN TRACTOR BATTALION	1
21626	3RD ANGLICO	1
21410	FIRST TANK BATTALION	1
11230	3RD BATTALION 7TH MARINES	1
09361	MARINE ATTACK HELICOPTER SQD HMA 369	1
11160	THIRD BN FIFTH MARINES	1
93573	MARINE CORPS RECRUITING STATION	1
33112	BUREAU OF PRISONS, METROPOLITAN	1
21058	USS SHENANDOAH AD 44	1
09356	SHIPS WT AIRCRAFT	1
67271	LANDING FORCE TRAINING CMND	0
28340	CONSOLIDATED ISSUE POINT NO 2	0
01770	USS PAUL REVERE LPA 248 NRF	0
20576	LEWIS B PULLER FFG 23	0
20578	COPELAND FFG 25	0

APPENDIX E

LOCAL CUSTOMER LIST BY WEIGHT AND CUBE

		WEIGHT	C.BE
60259	LONG BEACH NAVAL SHIPYARD	2427654.29	[illegible]
00247	US NAVAL TRAINING CENTER SAN DIEGO	2318476.65	[illegible]
00244	NAVAL SUPPLY CENTER SAN DIEGO	1769640.57	[illegible]
03361	USS RANGER CV 61	1621643.29	[illegible]
60255	NAVAL AIR STATION MIRAMAR	1144993.02	[illegible]
00246	NAVAL AIR STATION NORTH ISLAND	1110673.51	[illegible]
68056	NAVAL REGIONAL MEDICAL CENTER SAN DIEGO	1070655.45	[illegible]
20132	USS DIXON AS 37	876512.69	[illegible]
38806	USS AJAX AR 6	872917.24	[illegible]
65918	SHORE INTERMEDIATE MAINTENANCE ACTIVITY	826492.55	[illegible]
04621	USS SPERRY AS 12	802475.63	[illegible]
04648	USS SAMUEL GOMPERS AD 37	726613.33	[illegible]
03363	USS KITTY HAWK CV 63	644152.90	[illegible]
38810	USS JASON AR 8	631905.55	[illegible]
20550	USS TARAWA LHA 1	549563.07	[illegible]
68054	NAVAL REGIONAL MEDICAL CENTER CAMP PENDLETON	545203.41	[illegible]
60661	NAVY COMMISSARY STORE REGION SAN DIEGO	532574.46	[illegible]
63387	NAVY PUBLIC WORKS CENTER	524457.31	[illegible]
62021	COMMANDING OFFICER AMPHIBIOUS BASE CORONADO	487397.57	[illegible]
00245	NAVAL STATION SAN DIEGO	463346.49	[illegible]
20633	USS BELLEAU WOOD LHA 3	414348.25	[illegible]
65388	NAVAL AIR REWORK FACILITY	372698.65	[illegible]
04620	USS PRAIRIE AD 15	360962.02	[illegible]
03364	USS CONSTELLATION CV 64	357837.93	[illegible]
66105	NAVY RESALE AND SERVICES SUPPORT CENTER	291404.07	[illegible]
68311	NAVAL SUPPORT ACTIVITY LOS ANGELES LONG BEACH	267543.37	[illegible]
03131	USS POINT DEFIANCE LSD 31	197883.44	[illegible]
07176	USS OGDEN LPD 5	190575.23	[illegible]
04616	USS DIXIE AD 14	185405.55	[illegible]
52705	USS HORNE CG 30	183443.63	[illegible]
05847	USS ST LOUIS LKA 116	169253.61	[illegible]
07182	USS DUBUQUE LPD 8	167181.34	[illegible]
20015	USS FORT FISHER LSD 40	152665.79	[illegible]
04029	USS PROTEUS AS 19	149720.29	[illegible]
20595	USS JOHN YOUNG DD 973	146034.60	[illegible]
52706	USS STERETT CG 31	145210.21	[illegible]
54038	USS BRADLEY FF 1041	141335.10	[illegible]
52708	USS FOX CG 33	141159.60	[illegible]
03128	USS THOMASTON LSD 28	140121.60	[illegible]
52703	USS BAINBRIDGE CGN 25	139603.35	[illegible]
61690	FLEET TRAINING CENTER SAN DIEGO	138570.55	[illegible]
04675	USS TOWERS DDG 9	130160.33	[illegible]
20567	USS ELLIOTT DD 967	132651.46	[illegible]
20221	USS BARBOUR COUNTY LST 1195	126503.08	[illegible]
20743	USS PELELIU LHA 5	126575.07	[illegible]
04079	USS HOEL DDG 13	124693.53	[illegible]
20025	USS CAYUGA LST 1186	121694.32	[illegible]
07163	USS DENVER LPD 9	121105.49	[illegible]
07202	USS NEW ORLEANS LPH 11	120750.35	[illegible]
54055	USS LANG FF 1060	115971.32	[illegible]
07164	USS JUNEAU LPD 10	115445.30	[illegible]
04693	USS RAMSEY FFG 2	114723.15	[illegible]
62751	SUPERVISOR OF SHIPBLDG CONVERSION AND REPAIR	105964.07	[illegible]
68090	NAVAL REGIONAL MEDICAL CENTER LONG BEACH	104960.40	[illegible]
04073	USS ROBISON DDG 12	104329.73	[illegible]
04661	USS HULL DD 945	104003.44	[illegible]
54049	USS GRAY FF 1054	103205.55	[illegible]
20576	USS KINKAID DD 965	103107.76	[illegible]
07171	USS VANCOUVER LPD 2	101535.65	[illegible]
04061	USS BERKELEY DDG 15	101345.23	[illegible]
20024	USS SCHENECTADY LST 1185	100225.14	[illegible]
20020	USS RACINE LST 1191	98814.83	[illegible]
07159	USS TRIPOLI LPH 10	98492.32	[illegible]
53257	ASSAULT CRAFT UNIT ONE	93203.13	[illegible]
55104	AMPHIBIOUS CONSTRUCTION BATTALION 1	92860.83	[illegible]
20022	USS PEORIA LST 1183	92007.33	[illegible]
20598	USS OLDENDORF DD 972	90733.40	[illegible]
54050	USS HEPBURN FF 1055	87247.16	[illegible]
04092	USS BROOKE FFG 1	86571.47	[illegible]
52667	USS LEAHY CG 16	86332.68	[illegible]
20617	USS CUSHING DD 985	86280.47	[illegible]
05845	USS DURHAM LKA 114	83064.00	[illegible]
46001	NAVAL OCEAN SYSTEMS CENTER	82845.[illegible]2	[illegible]
20321	USS FRESNO LST 1182	80684.53	[illegible]
20026	USS TUSCALOOSA LST 1187	79270.77	[illegible]
07351	USS OKINAWA LPH 3	77726.15	[illegible]
63436	NAVY SUBMARINE SUPPORT FACILITY	77087.79	[illegible]
54065	USS DOWNES FF 1070	76316.06	[illegible]
01936	USS POINT LOMA AGDS 2	75764.21	[illegible]
52693	USS HALSEY CG 23	73417.32	[illegible]
04613	USS HENRY B WILSON DDG 7	71353.35	[illegible]
20224	USS BRISTOL COUNTY LST 1198	71035.46	[illegible]
20023	USS FREDERICK LST 1184	68101.12	[illegible]
52712	USS TRUXTUN CGN 35	66663.54	[illegible]
01711	USS NORTON SOUND AVM 1	65426.10	[illegible]



62947	NAVAL REGIONAL DENTAL CLINIC LONG BEACH	7314.47	[illegible]
05120	USS GUARDFISH SSN 612	5921.41	[illegible]
03135	USS MONTICELLO LSD 35	5732.61	[illegible]
00948	FLEET ANTI SUBMARINE WARFARE TRAINING CENTER	5627.64	[illegible]
66454	NAVAL DRUG REHABILITATION CENTER	5205.02	[illegible]
63015	NAVAL EDUCATION AND TRAINING SUPPORT CENTER PACIFIC	5025.32	[illegible]
39353	CO INTEGRATED COMBAT SYSTEMS TEST FACILITY	4825.99	[illegible]
39354	NAVAL SCHOOL OF DENTAL ASSISTING AND TECHNOLOGY	4720.72	[illegible]
66140	SPECIAL SERVICES	4607.14	[illegible]
70240	US NAVAL COMMUNICATION STATION	4390.66	[illegible]
33032	USPHS OUTPATIENT CLINIC	4230.64	[illegible]
52995	FLEET COMPOSITE SQD VC13	3844.62	[illegible]
39037	SURFACE WARFARE OFFICERS SCHOOL	3676.87	[illegible]
96854	SOUTHWEST MARINE INC	3146.42	[illegible]
31954	NAVAL SUBMARINE TRAINING FACILITY	3101.09	[illegible]
96463	NATIONAL STEEL AND SHIPBLDG CO	3343.56	[illegible]
04651	USS WADDELL DDG 24	2802.57	[illegible]
57054	PACIFIC FLEET AUDIO VISUAL COMMAND	2788.55	[illegible]
55721	FLEET COMPOSITE OPERATIONAL READINESS GROUP 1	2714.25	[illegible]
96462	HARBOR BOAT AND YACHT CO	2667.60	[illegible]
03343	USS CORAL SEA CV 43	2556.45	[illegible]
96460	TRIPLE A SOUTH	2500.34	[illegible]
55446	SPECIAL BOAT SQUADRON 1	2404.50	[illegible]
05153	USS PINTADO SSN 672	2354.25	[illegible]
53813	HELICOPTER COMBAT SUPPORT SQD HC 5	2276.67	[illegible]
57362	FLEET TRAINING GROUP SAN DIEGO	2191.26	[illegible]
62106	NAVAL RESERVE CENTER	2184.17	[illegible]
38161	ATKINSON MARINE CORP	2067.65	[illegible]
07110	USS DUBUQUE LPD ...	1871.79	[illegible]
60701	NAVAL WEAPONS STATION SEAL BEACH	1791.13	[illegible]
20329	TURTLE DSV 3	1759.22	[illegible]
97100	RCA SAN DIEGO ENGINEERING	1694.27	[illegible]
96833	ARCWELL CORPORATION	1523.35	[illegible]
67271	LANDING FORCE TRAINING COMMAND PACIFIC	1434.65	[illegible]
96457	WHITAKER CORP	1381.44	[illegible]
63856	NAVAL SECURITY GROUP DET NAVCOMMSTA SAN DIEGO	1377.79	[illegible]
05151	FLEET AVIATION SPECIALIZED TRAINING GROUP	1137.05	[illegible]
09258	AIR ANTISUBMARINE SQD VS 41	1061.18	[illegible]
15309	USS WALNUT ... 252	945.71	[illegible]
09520	FLEET AVIATION SPECIAL OP TRAINING DET WARNER SPRINGS	899.15	[illegible]
42560	UNMANNED VEHICLE DETACHMENT	855.65	[illegible]
66553	PERSONNEL SUPPORT ACTIVITY	863.12	[illegible]
05012	USS DOLPHIN AGSS 555	834.19	[illegible]
96711	SUPERIOR ENGINEERING CO LOS ANGELES	806.61	[illegible]
97111	MEDICAL SUPPLY OFFICER	765.51	[illegible]
09528	FLEET AREA CONTROL AND SURVEILLANCE	702.64	[illegible]
63037	NAVAL OCEANOGRAPHY COMMAND FACILITY	671.39	[illegible]
33255	CG MARINE SAFETY OFFICE	668.05	[illegible]
09822	HELICOPTER COMBAT SUPPORT SQD HC 3	666.23	[illegible]
09259	HELICOPTER ANTISUBMARINE SQD LT HSL 33	622.73	[illegible]
63013	NUCLEAR WEAPONS TRAINING GROUP	594.39	[illegible]
63152	FLEET COMBAT DIRECTION SYSTEMS SUPPORT ACTIVITY	568.31	[illegible]
53910	FLEET LOGISTICS SUPPORT SQD VR 57	537.63	[illegible]
33115	SUBMARINE GROUP 5	503.49	[illegible]
33069	GENERAL SERVICE AGENCY	475.00	[illegible]
21063	CAPE COD AD 43	474.46	[illegible]
09108	FIGHTER SQUADRON VF 301	456.55	[illegible]
09126	HELICOPTER ANTISUB SQD LT HSL 31	447.28	[illegible]
57025	COMMANDER NAVAL AIR FORCE PAC FLT	441.52	[illegible]
0025A	FLEET COMBAT SYSTEMS TRAINING CENTER	443.53	[illegible]
09074	CARRIER AIRBORNE EARLY WARNING SQD VAW 83	421.55	[illegible]
09296	NAVAL AIR RESERVE UNIT	401.64	[illegible]
MC100	GENERAL ACCOUNT	388.62	[illegible]
65460	NAVAL RESERVE MOBILE INSHORE	387.52	[illegible]
05111	USS POLLACK SSN 603	353.22	11.6358
38155	RAM ENTERPRISE	347.52	[illegible]
09120	FIGHTER SQUADRON VF 302	327.23	[illegible]
42039	NAVAL UNDERSEA WARFARE ENGINEERING STATION DET	326.01	[illegible]
09808	MARINE AIRCRAFT GROUP MAG 39	319.45	[illegible]
38168	AMEX SYSTEMS INC	304.38	[illegible]
38176	PRECISION WELDING & STRESS	297.31	[illegible]
55304	MOBILE TECHNICAL UNIT 5	221.55	[illegible]
54048	USS ROARK FF 1053	211.26	[illegible]
09211	HELICOPTER COMBAT SUPPORT SQD HC1	194.33	[illegible]
53920	HELICOPTER COMBAT SQD HC 11	186.56	[illegible]
20972	JOHN A MOORE FFG 19	186.32	13.6270
38173	INGERSOLL-RAND	175.45	[illegible]
68350	NAVAL RESERVE READINESS COMMAND	172.53	[illegible]
09055	FIGHTER SQUADRON VF 124	168.58	[illegible]
09461	FIGHTER SQUADRON VF 126	164.30	[illegible]
68625	PERSONNEL SUPPORT ACTIVITY	156.42	14.4150
68296	NATIONAL PARACHUTE TEST RANGE EL CENTRO	150.00	[illegible]
0061A	NAVY PETROLEUM UNIT	141.60	[illegible]
09048	CARRIER AIRBORNE EARLY WARNING TRAINING SQD RVAW 110	139.53	[illegible]
60957	FLEET ACCOUNTING AND DISBURSING CENTER PACIFIC	136.34	[illegible]
57066	NAVAL BEACH AMPHIBIOUS REFRESHER TRAINING GROUP	133.12	7.5554

66552	PERSONNEL SUPPORT ACTIVITY NTC SAN DIEGO	130.61	6.5450
68524	NAVY TACTICAL INTEROPERABILITY	119.67	[illegible]
68036	NAVY REGIONAL DATA AUTOMATION CENTER	115.60	3.8959
68221	NAVY PERSONNEL RESEARCH AND DEVELOPMENT CENTER	112.30	[illegible]
09202	MARINE ATTACK HELICOPTER SQD HMA 169	107.00	5.4200
55347	SUBMARINE SQUADRON 3	102.25	6.8700
34000	PROPERTY CONTROL OFFICER	91.00	7.0010
20975	BARRICK FFG 22	87.75	14.4400
05844	SHIPS VT ACFT USS NEW ORLEANS LPH 11	81.00	[illegible]
38162	MARINE PNEUMATICS	76.55	7.0001
66044	OIC NAVAL AIR MAINT TRNG GROUP DET MIRAMAR	63.20	14.2459
05115	USS DACE SSN 607	59.50	2.1562
28300	FIRST DENTAL BATTALION	57.70	3.5020
05170	FLEET COMPOSITE SQD VC3	54.56	5.4225
52876	HELICOPTER ANTISUBMARINE SQD LIMSL 33	50.09	[illegible]
38160	BAY CITY MARINE	45.10	3.5420
53824	COMMANDER NAVAL SURFACE FORCES PACIFIC	45.12	6.6440
43435	MILITARY SEALIFT COMMAND	40.00	6.2000
05961	ANTISUBMARINE WARFARE WING PACIFIC	44.06	2.4100
09830	AIR TEST AND EVALUATION SQDN VX 4	43.42	3.7860
93403	SHIPS DETACHMENT SUPPLY OFFICER	40.40	12.9000
09277	FIGHTER SQUADRON VF 121	38.47	2.3100
09381	AIR ANTISUBMARINE SQD VS37	34.59	7.8250
57022	COMMANDER TRAINING COMMAND PACIFIC FLEET	34.49	4.0040
94711	BURDEN SYSTEMS	33.64	1.1476
42356	NAVAL AVIATION LOGISTICS CENTER	33.32	1.5740
38170	BAY AREA CONTROLS INC	30.25	0.6710
09391	LIGHT PHOTOGRAPHIC SQD VFP 63	29.56	1.6020
0416A	NAVY MANPOWER AND MATERIAL ANALYSIS CENTER	29.64	1.2700
09372	HELICOPTER ANTISUBMARINE SQD HS2	29.02	1.6840
20043	USS WILLIAM H BATES SSN 680	27.51	2.1540
28321	M28321 1ST MAINTENANCE BATTALION	25.32	0.6520
09607	FLEET LOGISTICS SUPPORT SQD VR30	25.13	2.4730
38148	AUDI CORPORATION	23.25	1.1610
38159	AMEX SYSTEMS INC	23.21	1.5030
0016A	DEPUTY COMMANDER OPTEVFOR PACIFIC	22.88	1.2260
09951	HELICOPTER ANTISUBMARINE SQD HS 6	22.50	2.6650
38177	THE STANWICK CORP	21.00	0.4220
00242	NAVAL BASE SAN DIEGO	17.10	1.3310
09425	FIGHTER AIRBORNE EARLY WARNING WING PACIFIC	11.58	0.6360
90889	CONVAIR	11.00	0.2560
09800	SHIPS VT AIRCRAFT	10.63	1.6000
63116	NAVAL HEALTH RESEARCH CENTER	10.19	1.0360
05876	SHIPS VT AIRCRAFT KITTY HAWK CV 63	10.09	0.6670
28310	1ST SUPPLY BATTALION	9.00	0.5500
96592	LOCKHEED MISSILE AND SPACE COMPANY	7.56	0.4170
20328	MYSTIC DSRV 1	5.50	0.2700
09263	AIR ANTISUBMARINE SQUADRON VS 33	5.11	0.2440
09396	SHIPS VT AIRCRAFT	4.83	0.3020
21410	FIRST TANK BATTALION	4.80	0.3200
09815	TACTICAL AIR CONTROL SQ 1 VCT 1	3.99	0.2350
53260	MARINE BARRACKS	3.55	0.1550
11001	HEADQUARTERS BATTALION	3.63	0.2030
00973	MARINE CORPS TACT SYSTEMS SUPT ACT	3.31	0.4120
38167	AMETEK	3.22	0.2140
09138	HELICOPTER ANTISUBMARINE SQD LT HSL 33	2.52	0.1400
52912	NAVY FIGHTER WEAPONS SCHOOL	2.00	0.0400
20967	ROD SIDES FFG 14	1.55	0.1210
42980	NAVY BROADCASTING SERVICE DETACHMENT	1.33	0.0740
33083	FEDERAL BUREAU INVESTIGATION	0.64	0.0600
56412	NAVAL OCEANOGRAPHY COMMAND	0.66	0.0300
68003	HUMAN RESOURCE MANAGEMENT CENTER	0.50	0.0200
11160	THIRD BN FIFTH MARINES	0.40	0.0050
20346	USS CAVALLA SSN 684	0.25	0.0070
11230	3RD BATTALION 7TH MARINES	0.16	0.0100
21830	3D AMPHIBIAN TRACTOR BATTALION	0.08	0.0010
21326	3RD ANGLICO	0.0	0.0
28301	HEADQUARTERS AND SERVICE BN	0.0	0.0
28331	CONSOLIDATED ISSUE POINT NO 1	0.0	0.0
28340	CONSOLIDATED ISSUE POINT NO 2	0.0	0.0
67271	LANDING FORCE TRAINING CMND	0.0	0.0
93913	MARINE CORPS RECRUITING STATION	0.0	0.0
01770	USS PAUL REVERE LPA 248 NRF	0.0	0.0
11180	SECOND BN FIFTH MARINES	0.0	0.0
09079	MARINE LIGHT HELICOPTER SQD HML 367	0.0	0.0
09361	MARINE ATTACK HELICOPTER SQD HMA 369	0.0	0.0
38178	A AND E INDUSTRIES INC	0.0	0.0
20976	LEWIS B PULLER FFG 23	0.0	0.0
20978	COPELAND FFG 25	0.0	0.0
68276	NAVAL SUPPLY CENTER DETACHMENT LONG BEACH	0.0	0.0
68508	CONSOLIDATED CIVILIAN PERSONNEL	0.0	0.0
30627	SERVICE SCHOOL COMMAND SAN DIEGO	0.0	0.0
66401	NAVY RECRUITING DISTRICT SAN DIEGO	0.0	0.0
33011	VETERANS ADMINISTRATION HOSPITAL	0.0	0.0
62760	NAVAL AUDIT SERVICE WESTERN REGION	0.0	0.0
33112	BUREAU OF PRISONS, METROPOLITAN	0.0	0.0

09458	CARRIER AIRBORNE EARLY WARNING SQU VAW 112	0.0	0.0
09462	CARRIER AIRBORNE EARLY WARNING SQU VAW 114	0.0	0.0
09459	CARRIER AIRBORNE EARLY WARNING SQU VAW 113	0.0	0.0
09415	FIGHTER SQUADRON VF 51	0.0	0.0
09465	CARRIER AIRBORNE EARLY WARNING SQU VAW 116	0.0	0.0
09264	ATTACK SQUADRON VA 145	0.0	0.0
44995	494995 GENERAL DYNAMICS CORP	0.0	0.0
09143	NAVAL AIR RESERVE CENTER DET SAN DIEGO	0.0	0.0
09739	AIR ANTI SUBMARINE SQU VS21	0.0	0.0
09673	FIGHTER SQUADRON VF154	0.0	0.0
09983	HELICOPTER WING RESERVE	0.0	0.0
99980	NORTH ISLAND SERVMART	0.0	0.0
66065	OIC NAVAL AIR MAINT TRAINING GROUP DET	0.0	0.0
21358	USS SHENANDOAH AD 44	0.0	0.0
05141	USS SAND LANCE SSN 660	0.0	0.0

APPENDIX F

REQNS, ISSUES, WEIGHT AND CUBE DATA BY ZONE

ZONE 1
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				TOTAL REQUISITIONS
	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	3777.	4932.	498.	417.	9624.
14	4097.	7340.	1280.	441.	13158.
21	3761.	6463.	775.	543.	11542.
28	3972.	5322.	914.	494.	10702.
35	3967.	5784.	948.	766.	11465.
42	3813.	6220.	1277.	342.	11652.
49	3565.	5655.	933.	479.	10652.
56	4277.	6663.	484.	539.	11963.
63	3715.	4209.	629.	330.	8883.
70	4036.	6863.	865.	349.	12113.
77	4498.	6212.	605.	602.	11917.
84	2751.	4572.	1394.	528.	9245.
91	2721.	4152.	1089.	958.	8920.
98	4745.	6888.	1361.	609.	13603.
105	4176.	5840.	736.	510.	11262.
112	4135.	6877.	1231.	387.	12630.
119	5024.	7390.	1146.	574.	14134.
126	2831.	3586.	1188.	299.	8304.
133	3689.	5565.	834.	413.	10501.
140	3878.	5488.	954.	583.	10903.
147	5220.	6274.	767.	250.	12511.
154	2809.	3541.	851.	248.	7449.
161	6239.	7289.	797.	351.	14776.
168	5429.	6090.	960.	358.	12837.
175	3372.	4393.	973.	291.	9029.
182	2803.	4849.	812.	436.	8905.
189	3667.	7223.	274.	388.	11552.
196	3451.	5996.	232.	244.	9923.
203	3860.	6234.	253.	244.	10591.
210	4065.	9000.	561.	253.	13879.
217	4568.	7862.	228.	263.	13321.
224	3255.	6080.	389.	332.	10056.
231	4425.	7325.	495.	233.	12479.
238	6057.	8947.	460.	403.	15867.
245	2999.	4348.	211.	137.	7695.
252	5958.	9247.	462.	384.	15791.
259	3825.	6415.	523.	354.	11117.
266	8053.	10946.	477.	383.	19859.
273	3861.	6114.	397.	511.	10883.
274	804.	1064.	136.	108.	2112.
TOTAL	162313.	245858.	29399.	16334.	453904.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
4161.87	6304.05	753.82	418.32	11638.56

ZONE 1
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	3734.	595.	219.	4548.
14	4424.	1255.	253.	5932.
21	6401.	746.	428.	7575.
28	6101.	953.	1306.	8360.
35	4210.	1027.	687.	5924.
42	5162.	653.	224.	6039.
49	5344.	1225.	267.	6836.
56	6044.	763.	750.	7557.
63	8206.	641.	651.	9498.
70	3575.	716.	381.	4672.
77	6156.	458.	356.	6970.
84	7127.	846.	423.	8396.
91	4221.	1468.	396.	6085.
98	4879.	1534.	285.	6698.
105	4927.	227.	1017.	6171.
112	6673.	518.	414.	7605.
119	7420.	2275.	565.	10260.
126	6422.	1117.	448.	7987.
133	5566.	1055.	412.	7033.
140	4376.	764.	352.	5492.
147	4424.	674.	281.	5379.
154	2950.	1128.	380.	4458.
161	4350.	643.	594.	5587.
168	7567.	1068.	439.	9074.
175	6700.	1032.	464.	8196.
182	5561.	715.	601.	6377.
189	6888.	449.	459.	7796.
196	7923.	240.	454.	8617.
203	6357.	227.	368.	6952.
210	7526.	364.	327.	8217.
217	7932.	407.	239.	8578.
224	4979.	347.	351.	5677.
231	5982.	517.	313.	6812.
238	7184.	299.	298.	7781.
245	7541.	418.	352.	8311.
252	5250.	236.	150.	5636.
259	8033.	456.	271.	8760.
266	7653.	520.	349.	8522.
273	11662.	534.	320.	12516.
274	1624.	37.	62.	1723.
TOTAL	239054.	29147.	16906.	285107.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
6129.59	747.36	433.49	7310.43

ZONE 1
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT: LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	1235421.02	71445.54	8356.25	1315234.61
14	359667.71	150623.93	2170.26	513467.90
21	557965.58	128141.85	2210.64	688316.47
28	903383.30	159700.32	6688.19	1069771.81
35	266454.83	142185.00	5054.83	413694.66
42	344141.63	267307.72	1137.75	612649.10
49	225023.81	265540.65	1706.47	492370.93
56	856961.12	112036.57	4684.98	973684.67
63	923722.97	94473.91	12680.11	1030881.99
70	145892.64	173446.34	2381.07	321720.05
77	274345.89	381850.01	6760.82	662963.72
84	179759.14	103400.46	2360.88	285520.48
91	666051.68	172718.06	5715.58	844485.32
98	500162.05	181349.00	953.23	682464.28
105	1380819.95	6900.20	11655.15	1399375.30
112	411344.29	111535.64	2851.90	525735.83
119	469770.44	1040626.79	3346.17	1513743.40
126	653732.73	155960.80	4906.98	814600.51
133	351413.23	148027.11	3520.99	502966.33
140	779482.88	71437.18	1567.40	852487.46
147	417325.13	87158.13	1983.01	506466.27
154	655039.71	115976.73	2023.42	773039.86
161	839870.62	64094.97	6965.02	904930.61
168	573324.06	144544.81	24629.43	747498.30
175	857923.73	121312.70	23282.48	1002518.91
182	447205.75	115227.71	35395.65	597829.11
189	578752.76	65383.42	3513.28	647349.46
196	455847.76	5773.86	3257.84	464879.46
203	220467.79	5911.85	20713.69	247093.33
210	629607.86	17135.24	6308.41	653051.51
217	588777.71	21860.60	16894.87	627533.18
224	1738045.57	12565.37	1662.46	1752273.40
231	692587.64	16642.43	1602.13	710832.20
238	310817.17	13265.77	41669.54	365712.48
245	784081.43	12779.12	46239.67	843100.22
252	462284.16	5498.07	1057.36	468839.59
259	534249.09	487433.35	106642.16	1128325.60
266	289683.29	16961.66	45830.89	352460.84
273	460974.35	13741.93	322664.18	797380.46
274	208376.28	1537.54	399.04	210312.86
TOTAL	22235368.95	5269343.34	803674.18	29328386.47

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER EA	TOTAL
595778.69	135624.19	20667.03	752069.91

ZONE 1

CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	41991.65	2011.74	175.65	44239.28
14	14085.18	4437.28	69.45	18591.92
21	22718.56	3526.79	675.78	26923.23
28	35243.06	4450.22	188.02	39886.30
35	10307.94	4962.14	405.35	15275.43
42	12880.81	8555.62	40.37	21460.20
49	8637.38	6647.77	61.71	15546.86
56	34073.62	4041.27	174.55	38792.44
63	36059.67	4482.48	243.95	40786.09
70	5791.07	4643.64	108.66	10542.37
77	11199.14	13415.65	120.84	24739.63
84	8212.42	2795.56	96.71	11104.70
91	25962.32	5244.79	161.40	31366.51
98	19034.43	5054.78	44.45	24133.66
105	52511.24	314.22	623.92	53449.38
112	16650.10	4162.37	159.66	20972.13
119	19498.17	35137.38	136.76	55372.31
126	26454.71	4149.20	317.01	30920.92
133	13433.19	4137.52	166.38	17737.09
140	29873.01	2041.14	133.39	32047.54
147	15639.96	2534.02	81.42	18246.43
154	25654.85	3371.58	82.34	29115.80
161	33526.40	2119.01	247.35	35892.76
168	21630.97	3660.61	373.10	25726.69
175	34435.18	3611.61	185.61	38232.30
182	17675.09	3371.35	237.07	21283.50
189	21465.24	2091.16	122.65	23679.05
196	21005.16	177.46	172.70	21355.32
203	8903.41	317.58	538.76	9759.74
210	22289.75	642.62	208.07	23046.33
217	21309.37	547.87	190.36	22037.61
224	65945.22	514.85	64.99	66525.06
231	25260.35	836.27	90.36	26186.98
238	12343.65	777.87	197.99	13319.51
245	26864.64	421.42	245.21	27537.27
252	15505.50	254.18	54.81	15814.46
259	19398.76	18444.49	2964.73	40807.97
266	11843.79	676.47	1495.00	14015.26
273	18610.66	441.47	12119.58	31171.71
274	7570.64	42.91	12.95	7626.49
TOTAL	892145.62	169345.51	23783.12	1085274.25

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAQ	BA BLK	OTHER BA	TOTAL
22875.53	4342.19	609.82	27827.54

32nd STREET AFLOAT ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				
	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	2354.	3867.	473.	409.	7603.
14	2481.	4175.	1050.	425.	8131.
21	2775.	5267.	755.	502.	9299.
28	2256.	3444.	853.	481.	7080.
35	2574.	4521.	826.	760.	8681.
42	2025.	4076.	1223.	337.	9066.
49	2457.	4597.	915.	475.	8444.
56	2371.	5014.	491.	527.	8403.
63	2033.	3094.	615.	328.	6671.
70	3098.	5465.	823.	336.	9743.
77	3104.	4337.	545.	601.	8587.
84	1882.	3168.	1365.	525.	6960.
91	1763.	2730.	998.	830.	6321.
98	2294.	5042.	1187.	596.	10719.
105	2044.	4257.	689.	508.	8598.
112	2513.	4668.	1193.	383.	8777.
119	3389.	5967.	1102.	572.	11550.
126	1715.	2377.	1131.	296.	5519.
133	2498.	4286.	793.	410.	7993.
140	2673.	4012.	681.	246.	7812.
147	1650.	3310.	683.	240.	5883.
154	2082.	2667.	783.	243.	5775.
161	5044.	6087.	741.	340.	12212.
168	3827.	4570.	661.	355.	9413.
175	1627.	2897.	505.	290.	5720.
182	1902.	3730.	784.	430.	6846.
189	2635.	5012.	225.	381.	8853.
196	1887.	4351.	213.	242.	6693.
203	2220.	4460.	220.	234.	7074.
210	2593.	5814.	421.	245.	9173.
217	3842.	6253.	199.	257.	10551.
224	2228.	4781.	331.	330.	7670.
231	2941.	5441.	471.	228.	9081.
238	4341.	7047.	261.	224.	11973.
245	1941.	3127.	178.	130.	5376.
252	4713.	7926.	384.	381.	13414.
259	2520.	5268.	415.	345.	8548.
266	7082.	9860.	404.	370.	17742.
273	2637.	4600.	349.	504.	8096.
274	630.	954.	132.	107.	1823.
TOTAL	111681.	184125.	26950.	15423.	338179.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
2863.62	4721.15	691.03	395.46	8671.25

32nd STREET AFLOAT ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	2938.	502.	218.	3658.
14	3111.	1081.	296.	4388.
21	3736.	728.	423.	4887.
28	4912.	930.	1256.	7098.
35	3003.	884.	681.	4568.
42	3955.	618.	222.	4795.
49	3942.	1199.	261.	5402.
56	4568.	727.	746.	6039.
63	6449.	617.	632.	7698.
70	2604.	694.	379.	3677.
77	4520.	412.	342.	5274.
84	5106.	821.	418.	6345.
91	2990.	1385.	364.	4739.
98	3548.	1346.	242.	5135.
105	3468.	200.	962.	4630.
112	4915.	489.	412.	5816.
119	5176.	2231.	523.	7930.
126	4930.	1058.	447.	6435.
133	4385.	1034.	410.	5829.
140	3061.	696.	350.	4107.
147	3545.	655.	276.	4476.
154	1498.	1036.	376.	2913.
161	3426.	530.	260.	4216.
168	6972.	1043.	424.	7439.
175	5067.	913.	462.	6442.
182	4358.	655.	588.	5601.
189	3536.	414.	456.	4406.
196	5726.	209.	451.	6386.
203	4712.	187.	365.	5264.
210	4863.	233.	318.	5414.
217	5723.	370.	229.	6322.
224	3507.	286.	350.	4143.
231	4347.	504.	310.	5161.
238	5677.	253.	289.	6219.
245	5665.	334.	173.	6162.
252	3912.	199.	148.	4259.
259	6979.	301.	262.	7541.
266	6212.	427.	335.	6974.
273	10485.	498.	312.	11295.
274	1066.	36.	62.	1164.
TOTAL	177580.	26654.	16013.	220247.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
4553.33	683.44	410.39	5647.36

32nd STREET AFLOAT ACTIVITIES

WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	543720.43	71126.97	8366.00	623213.40
14	117253.17	143609.71	2163.08	263025.96
21	165323.26	127469.32	2295.86	295088.44
28	365705.98	158904.81	6551.44	531162.23
35	62529.27	137191.09	5044.83	204764.19
42	148242.63	260506.53	1137.50	409886.66
49	81082.80	263164.40	1676.47	345923.67
56	333562.20	109460.19	4839.30	447861.69
63	230906.56	91279.11	8972.16	331157.83
70	103315.18	173285.89	2375.61	278976.68
77	169987.64	58765.04	6180.80	234933.48
84	125915.61	103040.45	2358.02	231314.08
91	262113.36	168298.36	2535.48	432947.20
98	56210.41	179508.56	917.41	236636.38
105	281820.78	3901.23	11556.68	297278.69
112	185126.52	67405.47	2647.20	255179.19
119	410234.75	719385.39	2960.52	1132580.66
126	147828.28	155268.11	4406.98	307503.37
133	233795.17	145050.80	3520.93	382366.90
140	159097.43	66111.05	1555.80	226764.28
147	159311.92	86858.88	1981.76	248152.56
154	131804.07	103664.63	2020.62	237489.32
161	273257.71	53597.56	5051.62	331906.89
168	113447.55	144156.69	4787.43	262391.67
175	112474.17	83245.19	2933.48	198652.84
182	100458.05	108520.52	6783.05	215761.62
189	189099.65	64181.92	3074.35	256355.92
196	332481.09	3485.81	3250.48	339217.38
203	192071.94	5295.05	20340.69	217707.68
210	204059.54	14836.81	5411.48	224307.83
217	186721.00	14265.59	4526.37	205512.96
224	577559.47	6960.45	1661.46	586137.38
231	261724.45	14110.56	1598.72	277433.73
238	280258.93	8744.99	2153.54	291157.46
245	218290.03	5058.40	2733.44	226081.87
252	226408.89	4940.92	1053.58	232403.39
259	295680.71	4957.57	23252.16	323890.44
266	212141.89	16080.78	2429.88	230652.55
273	331432.82	12033.39	2005.18	345471.39
274	28177.41	1537.54	399.04	30113.99
TOTAL	8610722.72	3964021.73	179619.40	12754363.85

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	OTHER EA	TOTAL
220787.76	101641.58	4605.63	327034.97

3rd FLEET AFLOAT ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	15863.41	2456.15	175.69	18091.25
14	5155.93	4111.49	69.00	9343.42
21	7630.27	3486.24	674.98	11791.49
28	15077.22	4420.29	181.43	19678.93
35	2657.35	3775.39	404.87	6837.62
42	4836.61	8314.67	99.37	13251.64
49	3065.03	6789.19	57.11	9911.30
56	14107.67	4414.64	167.62	18689.93
63	10168.41	4481.03	163.85	14813.29
70	4534.14	4633.31	108.26	9277.71
77	7271.61	1661.47	110.38	9043.46
84	5083.00	2781.12	96.51	7966.23
91	10888.05	5187.70	144.14	16001.89
98	2715.92	4993.84	42.26	7752.04
105	11088.81	236.48	616.10	11943.40
112	7945.90	1853.76	159.34	9959.00
119	17385.67	23650.26	122.35	41158.47
126	5484.30	4113.77	244.21	9842.28
133	9213.73	4129.11	166.37	13509.21
140	5493.13	1853.33	132.15	7518.20
147	8392.76	2315.58	81.32	8589.66
154	5411.55	3021.12	81.57	8514.24
161	11672.71	1842.02	114.58	13629.72
168	4578.12	3666.65	106.23	8347.10
175	5436.82	2349.50	143.92	7930.24
182	4446.16	2913.00	193.19	7572.35
189	7474.67	2052.49	119.96	9647.12
196	15529.34	113.32	172.08	15814.74
203	7710.68	185.22	527.15	8423.05
210	6327.97	364.49	188.78	6878.24
217	5677.11	409.17	140.28	6226.56
224	21728.49	318.82	64.74	22112.06
231	9219.73	655.54	99.10	9975.37
238	11004.92	679.19	114.23	11798.34
245	6270.16	206.24	103.30	6579.69
252	7102.11	235.52	54.68	7392.30
259	10591.56	332.86	224.71	11119.13
266	7736.09	635.61	257.14	8628.79
273	12651.59	399.11	104.16	13154.86
274	724.81	42.91	12.95	780.67
TOTAL	333139.66	120656.15	6195.16	459990.96

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
8542.04	3077.08	173.21	11792.33

32nd STREET ASHORE ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				
	NCN SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	923.	1065.	25.	8.	2021.
14	1616.	3165.	231.	16.	5027.
21	986.	1196.	20.	41.	2243.
28	1676.	1878.	55.	13.	3622.
35	1393.	1263.	122.	6.	2784.
42	988.	1544.	46.	5.	2586.
49	1124.	1058.	18.	4.	2208.
56	1406.	1649.	33.	12.	3100.
63	1042.	1115.	13.	2.	2212.
70	938.	1314.	45.	13.	2370.
77	1394.	1615.	60.	1.	3330.
84	869.	1384.	29.	3.	2285.
91	953.	1422.	91.	128.	2595.
98	1491.	1246.	174.	13.	2884.
105	1132.	1543.	47.	2.	2724.
112	1622.	2189.	38.	4.	3853.
119	1135.	1405.	44.	2.	2584.
126	1116.	1609.	57.	3.	2785.
133	1191.	1279.	35.	3.	2508.
140	1205.	1476.	73.	337.	3091.
147	3570.	3264.	73.	10.	6922.
154	727.	854.	68.	5.	1674.
161	1185.	1302.	56.	11.	2564.
168	1602.	1520.	99.	3.	3224.
175	1745.	1496.	67.	1.	3309.
182	906.	1119.	23.	6.	2055.
189	1032.	1711.	49.	7.	2799.
196	1564.	1645.	19.	2.	3230.
203	1640.	1834.	33.	10.	3517.
210	1372.	3186.	140.	8.	4706.
217	1126.	1609.	29.	6.	2770.
224	1027.	1299.	58.	2.	2386.
231	1484.	1684.	24.	5.	3197.
238	1715.	1900.	99.	179.	3894.
245	1058.	1661.	33.	7.	2819.
252	985.	1311.	78.	3.	2377.
259	1305.	1147.	108.	9.	2569.
266	971.	1060.	73.	13.	2117.
273	1224.	1508.	48.	7.	2787.
274	174.	110.	4.	1.	289.
TOTAL	50632.	61732.	2449.	911.	115725.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
1298.26	1582.90	62.79	23.36	2967.31

32nd STREET ANNEX ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	796.	93.	1.	890.
14	1313.	224.	7.	1544.
21	2665.	18.	5.	2688.
28	1189.	23.	50.	1262.
35	1207.	143.	6.	1356.
42	1207.	35.	2.	1244.
49	1402.	26.	6.	1434.
56	1478.	36.	4.	1518.
63	1757.	24.	19.	1800.
70	971.	22.	2.	995.
77	1636.	46.	14.	1696.
84	2021.	25.	5.	2051.
91	1331.	113.	2.	1346.
98	1331.	189.	43.	1563.
105	1459.	27.	55.	1541.
112	1758.	25.	2.	1785.
119	2244.	44.	42.	2330.
126	1492.	59.	1.	1552.
133	1181.	21.	2.	1204.
141	1315.	68.	2.	1385.
147	879.	19.	5.	903.
154	1462.	82.	1.	1545.
161	924.	113.	334.	1371.
168	1595.	25.	15.	1635.
175	1633.	119.	2.	1754.
182	1203.	60.	13.	1276.
189	3352.	35.	3.	3390.
196	2197.	31.	3.	2231.
203	1645.	40.	3.	1688.
210	2663.	131.	9.	2803.
217	2209.	37.	10.	2256.
224	1472.	61.	1.	1534.
231	1635.	13.	3.	1651.
238	1507.	46.	9.	1562.
245	1986.	84.	179.	2149.
252	1338.	37.	2.	1377.
259	1055.	155.	9.	1219.
266	1441.	93.	14.	1548.
273	1177.	36.	8.	1221.
274	558.	1.	0.	559.
TOTAL	61474.	2493.	893.	64860.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
1576.26	63.92	22.90	1663.08

32nd STREET ASHORE ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	691701.39	319.57	0.25	692021.21
14	242409.54	6031.22	7.18	230441.94
21	392570.72	662.83	4.78	393228.03
28	537677.22	793.51	136.75	538609.58
35	203926.56	4993.91	10.00	203930.47
42	196899.00	6063.19	0.25	202762.44
49	144541.01	1876.25	30.00	146447.26
56	523304.92	2578.38	45.68	526022.98
63	692816.41	2799.60	3707.55	699724.16
70	42577.46	165.45	5.46	42743.37
77	104359.25	323050.57	580.02	428030.24
84	53842.53	360.01	3.86	54206.40
91	403923.32	4424.70	3180.10	411538.12
98	443951.64	1840.44	35.82	445827.90
105	1098909.17	2996.97	98.47	1102096.61
112	226217.77	4434.17	4.70	270556.64
119	59535.69	321241.40	385.65	381162.74
126	505904.45	652.69	500.00	507097.14
133	117623.06	2976.31	0.06	120599.43
140	620335.45	5376.13	11.60	625723.18
147	258013.21	299.25	1.25	258313.71
154	532235.64	12312.10	2.80	535550.54
161	565612.91	10497.41	1913.40	578023.72
168	464876.51	388.12	19842.00	485106.63
175	745449.56	38067.51	20349.00	803866.07
182	346747.70	6767.19	28812.60	382067.49
189	389653.11	901.50	438.93	390993.54
196	123366.67	2288.05	7.36	125662.08
203	28395.65	616.80	373.00	29385.65
210	425543.32	2873.43	896.93	429343.68
217	402056.71	7599.01	12368.50	422020.22
224	1160476.10	5658.52	1.00	1166136.02
231	430863.19	2531.87	3.41	433398.47
238	30558.24	4466.18	35336.60	74555.02
245	565791.40	7720.72	43506.23	617018.35
252	235875.27	567.15	3.78	236436.20
259	238568.38	482466.78	83290.00	804435.16
266	77546.40	880.88	43401.01	121828.29
273	129541.53	1776.54	320659.00	451909.07
274	180198.87	0.0	0.0	180198.87
TOTAL	14624640.23	1325321.61	624054.78	16574022.62

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER EA	TOTAL
374990.93	33982.61	16001.40	424974.94

32nd STREET ASHORE ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	26128.44	17.59	0.00	26146.03
14	8928.25	319.79	0.45	9248.50
21	15083.40	42.54	0.80	15131.74
28	20170.84	29.94	6.59	20207.37
35	8250.59	186.75	0.48	8437.81
42	8044.20	164.35	0.01	8208.56
49	5572.36	58.61	4.60	5635.57
56	19965.96	129.63	6.93	20102.52
63	25891.26	21.45	60.10	25972.80
70	1255.93	8.33	0.40	1264.66
77	3927.53	11758.18	10.46	15696.17
84	3124.42	17.84	0.20	3142.47
91	15294.28	53.69	17.25	15364.62
98	16318.49	60.94	2.19	16381.62
105	41422.43	75.74	7.81	41505.99
112	8704.21	2308.61	0.32	11013.13
119	2110.30	12087.13	14.41	14211.84
126	20970.41	30.43	72.80	21073.64
133	4219.46	8.41	0.01	4227.88
140	24379.89	147.81	0.65	24528.35
147	9238.23	18.44	0.10	9256.77
154	20243.33	357.46	0.77	20601.56
161	21853.69	276.97	132.37	22263.03
168	17138.65	5.56	264.77	17379.55
175	28998.36	1262.01	41.69	30302.06
182	13228.92	398.34	83.88	13711.15
189	13990.58	38.67	2.69	14031.94
196	5475.31	64.14	0.63	5540.58
203	1192.73	132.36	11.61	1336.69
210	15961.77	187.04	19.29	16168.09
217	15632.26	138.70	40.09	15811.05
224	44216.73	196.03	0.25	44413.00
231	16040.62	170.74	0.26	16211.62
238	1338.73	96.68	83.76	1521.17
245	20594.48	221.18	141.91	20957.57
252	8403.39	18.64	0.13	8422.16
259	8807.20	18141.62	2140.01	29088.84
266	4107.74	40.87	1241.86	5390.47
273	5959.07	42.36	12015.42	18016.85
274	6845.83	0.0	0.0	6845.83
TOTAL	559005.96	49335.36	17027.97	625373.29

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	EA BLK	OTHER EA	TOTAL
14332.49	1265.11	436.61	16035.21

ZONE 6
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	5509.	7351.	302.	68.	13230.
14	924.	1116.	126.	82.	2248.
21	1092.	1118.	94.	42.	2346.
28	1145.	2217.	168.	60.	3590.
35	937.	1704.	166.	69.	2876.
42	979.	1052.	117.	27.	2175.
49	1657.	1697.	164.	52.	3570.
56	961.	699.	191.	35.	1886.
63	893.	1179.	91.	34.	2197.
70	1059.	1397.	178.	34.	2668.
77	985.	835.	168.	36.	2024.
84	1203.	1179.	84.	33.	2499.
91	1475.	1285.	195.	90.	3045.
98	908.	1027.	65.	36.	2036.
105	1382.	1520.	42.	40.	2984.
112	987.	870.	213.	18.	2090.
119	2715.	2207.	172.	21.	5115.
126	1360.	1479.	137.	35.	3011.
133	1180.	1349.	77.	34.	2640.
140	1240.	996.	207.	44.	2487.
147	1002.	823.	41.	54.	1920.
154	1612.	1766.	391.	40.	3809.
161	1686.	3271.	279.	47.	5283.
168	1158.	1440.	157.	25.	2780.
175	1489.	2094.	294.	51.	3928.
182	1332.	1153.	205.	56.	2746.
189	913.	1262.	108.	46.	2329.
196	1362.	1503.	79.	349.	3293.
203	1545.	1913.	111.	42.	3611.
210	1814.	2174.	90.	22.	4100.
217	1463.	1590.	100.	28.	3181.
224	1459.	1800.	92.	31.	3382.
231	1866.	1942.	183.	46.	4037.
238	955.	846.	49.	35.	1885.
245	1486.	1561.	149.	36.	3232.
252	872.	1304.	41.	34.	2251.
259	935.	1329.	78.	29.	2371.
266	3114.	3155.	214.	79.	6562.
273	604.	751.	43.	37.	1435.
274	73.	71.	7.	10.	166.
TOTAL	55336.	64025.	5670.	1987.	127018.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
1418.87	1641.67	145.38	50.95	3256.87

ZONE 6
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	993.	73.	21.	1087.
14	3024.	359.	26.	3409.
21	4348.	111.	41.	4500.
28	1193.	123.	59.	1375.
35	1224.	171.	40.	1435.
42	837.	82.	59.	978.
49	1035.	183.	22.	1240.
56	1481.	197.	35.	1713.
63	929.	106.	51.	1086.
70	828.	95.	22.	945.
77	1447.	213.	15.	1675.
84	1161.	97.	41.	1299.
91	934.	180.	42.	1156.
98	864.	89.	33.	986.
105	1185.	26.	92.	1303.
112	1472.	38.	30.	1540.
119	1171.	299.	29.	1499.
126	2040.	80.	32.	2152.
133	1235.	166.	25.	1426.
140	1083.	173.	31.	1287.
147	1372.	62.	29.	1463.
154	1249.	193.	32.	1474.
161	3764.	422.	45.	4221.
168	1456.	159.	56.	1671.
175	2523.	291.	66.	2880.
182	2209.	204.	53.	2466.
189	1055.	96.	30.	1181.
196	1635.	135.	45.	1815.
203	1626.	122.	62.	1810.
210	1749.	73.	36.	1858.
217	2078.	69.	339.	2486.
224	1414.	85.	14.	1513.
231	1695.	171.	41.	1907.
238	1389.	65.	39.	1493.
245	1833.	180.	33.	2046.
252	1298.	51.	29.	1378.
259	1421.	66.	31.	1518.
266	1457.	90.	108.	1655.
273	2181.	177.	62.	2420.
274	774.	0.	6.	780.
TOTAL	62652.	5572.	1902.	70126.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
1606.46	142.87	48.77	1798.10

ZONE 6

WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	60773.14	2069.16	78.31	62920.61
14	157940.93	315630.41	110.13	473701.47
21	333387.01	[illegible]	66.61	342675.90
28	202325.54	[illegible]	451.20	238760.78
35	73469.93	[illegible]	2337.81	108269.31
42	203728.54	[illegible]	68.21	218286.55
49	170970.83	[illegible]	13.26	206571.04
56	282586.13	[illegible]	3640.25	327589.49
63	788635.30	[illegible]	1804.16	807230.48
70	166586.73	[illegible]	1429.10	191227.68
77	161486.59	[illegible]	503.80	186351.80
84	67029.27	[illegible]	127.43	74310.62
91	202672.53	[illegible]	5123.86	304526.74
98	57785.81	[illegible]	75.61	70817.61
105	349833.43	[illegible]	312.11	350233.15
112	179659.50	[illegible]	135.29	203582.26
119	454616.81	[illegible]	100.09	869241.54
126	49764.38	[illegible]	56.34	52956.61
133	161369.79	[illegible]	4943.43	236418.00
140	243575.76	[illegible]	105.59	273440.05
147	148763.59	[illegible]	148.41	159641.67
154	244687.51	[illegible]	602.50	369832.80
161	157210.81	[illegible]	333.80	282366.47
168	72273.74	[illegible]	142.27	90795.03
175	107216.56	[illegible]	1666.65	206326.15
182	60524.02	[illegible]	125.58	77267.94
189	240187.90	[illegible]	10071.62	262393.53
196	310016.63	[illegible]	512.63	313898.90
203	469144.33	[illegible]	197.67	705526.81
210	352558.89	[illegible]	6997.19	362736.38
217	100056.85	[illegible]	178.74	103207.22
224	770567.27	[illegible]	5.28	789718.05
231	167201.22	[illegible]	115.14	175378.12
238	31636.43	[illegible]	151.14	33366.07
245	42538.87	[illegible]	2843.66	48338.10
252	196478.72	[illegible]	99.79	202334.26
259	692832.46	[illegible]	133.10	694526.47
266	153282.12	[illegible]	2766.13	203084.24
273	189950.45	[illegible]	159.96	198402.61
274	12336.09	0.0	81.28	12417.37
TOTAL	8993660.32	1823138.11	73372.53	10890770.96

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAY	EA BLK	OTHER EA	TOTAL
230666.67	46762.52	1881.35	279250.54

ZONE 5
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	4615.51	80.90	6.36	4702.77
14	6814.66	12[illegible].38	7.32	19085.55
21	12658.88	[illegible].24	6.03	12899.15
28	9708.97	992.43	10.20	10711.60
35	4037.86	956.40	60.66	5054.93
42	7993.83	804.59	5.77	8806.19
49	5458.83	987.61	1.52	6447.97
56	10316.89	1112.28	83.46	11512.64
63	31305.10	492.33	13.51	31810.94
70	7047.65	642.21	36.82	7696.68
77	4760.46	744.65	36.58	5541.89
84	3358.10	279.79	10.39	3648.28
91	8992.08	4767.73	45.29	13805.10
98	3191.31	171.75	3.42	3566.49
105	12843.53	8.05	16.06	12867.64
112	9911.09	921.48	12.23	10845.80
119	17628.22	16471.34	7.59	34107.16
126	2958.46	76.05	3.77	3038.29
133	6119.44	2[illegible]5.68	12.65	8690.77
140	7767.43	923.89	2.91	8694.23
147	5324.47	[illegible].97	9.83	5667.87
154	14304.31	860.15	9.14	15173.60
161	6187.65	3346.57	18.73	9554.95
168	2065.09	418.95	9.17	2493.21
175	4456.95	3014.84	9.03	7480.82
182	2350.20	446.02	6.88	2803.11
189	9700.54	778.30	70.78	10549.62
196	9904.12	107.92	7.73	10019.79
203	14853.67	9[illegible].20	5.01	28346.89
210	13500.08	81.91	171.49	13753.48
217	6320.[illegible]	483.06	13.41	6817.07
224	28115.34	1334.12	0.72	29500.38
231	7796.94	216.73	7.57	8021.23
238	1781.07	43.96	8.34	1833.36
245	1903.62	101.85	181.97	2187.44
252	7746.63	132.63	7.39	7886.66
259	26539.92	44.80	6.25	26590.96
266	5129.22	1[illegible]9.75	75.56	6864.54
273	6468.87	271.45	8.42	6754.74
274	652.60	0.0	3.45	656.05
TOTAL	356596.42	68657.98	1003.43	426497.83

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
9143.50	1766.61	[illegible].13	10935.84

SUBSUPFAC ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	5209.	6952.	293.	67.	12501.
14	641.	881.	112.	73.	1707.
21	780.	755.	52.	38.	1625.
28	690.	1705.	153.	56.	2605.
35	612.	1424.	159.	65.	2260.
42	599.	707.	105.	27.	1438.
49	1274.	1366.	129.	49.	2838.
56	718.	513.	165.	33.	1449.
63	457.	605.	63.	34.	1161.
70	799.	1170.	171.	28.	2168.
77	593.	491.	155.	35.	1234.
84	588.	782.	57.	30.	1457.
91	886.	928.	137.	63.	2015.
98	470.	589.	49.	26.	1134.
105	929.	1174.	41.	40.	2183.
112	657.	599.	196.	18.	1470.
119	2271.	1762.	133.	15.	4181.
126	986.	1183.	128.	35.	2332.
133	691.	731.	67.	33.	1522.
140	811.	651.	137.	42.	1661.
147	716.	608.	29.	52.	1405.
154	1330.	1389.	325.	40.	3084.
161	1340.	2783.	264.	47.	4434.
168	647.	763.	143.	24.	1577.
175	1018.	1422.	237.	49.	2926.
182	928.	736.	179.	55.	1898.
189	532.	700.	71.	46.	1349.
196	1064.	1143.	74.	347.	2628.
203	1158.	1423.	106.	38.	2724.
210	1422.	1521.	83.	21.	3047.
217	1114.	1250.	69.	28.	2458.
224	1022.	1088.	73.	30.	2213.
231	1492.	1454.	177.	46.	3209.
238	664.	491.	44.	22.	1221.
245	1221.	1283.	147.	36.	2687.
252	635.	654.	29.	33.	1351.
259	613.	738.	70.	27.	1448.
266	3016.	2992.	210.	77.	6295.
273	388.	526.	38.	20.	972.
274	58.	49.	7.	10.	124.
TOTAL	41039.	48182.	4919.	1855.	95995.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
1052.28	1235.44	126.13	47.56	2461.41

SUBSUPFAC ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	742.	68.	20.	830.
14	2787.	245.	35.	3157.
21	4028.	68.	34.	4130.
28	825.	111.	54.	996.
35	835.	163.	37.	1035.
42	560.	69.	52.	681.
49	736.	149.	22.	907.
56	1117.	139.	32.	1338.
63	578.	82.	50.	710.
70	556.	84.	18.	658.
77	1075.	206.	12.	1293.
84	823.	65.	41.	929.
91	527.	127.	41.	695.
98	386.	72.	24.	482.
105	864.	22.	61.	947.
112	1141.	25.	29.	1195.
119	824.	287.	29.	1140.
126	1695.	51.	27.	1773.
133	967.	160.	25.	1152.
140	638.	141.	30.	809.
147	921.	26.	29.	976.
154	872.	184.	30.	1086.
161	3339.	341.	45.	3731.
168	909.	153.	55.	1117.
175	1989.	249.	65.	2303.
182	1709.	188.	52.	1919.
189	651.	57.	29.	737.
196	1083.	121.	43.	1247.
203	1134.	115.	58.	1307.
210	1174.	65.	35.	1274.
217	1541.	62.	338.	1941.
224	819.	43.	14.	876.
231	1162.	167.	41.	1370.
238	1039.	55.	35.	1187.
245	1440.	175.	25.	1640.
252	1014.	46.	28.	1088.
259	745.	54.	25.	824.
266	990.	82.	104.	1176.
273	1911.	173.	62.	2146.
274	762.	0.	5.	767.
TOTAL	46958.	4826.	1785.	53569.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	BA BLK	OTHER BA	TOTAL
1204.05	123.74	45.77	1373.56

SUBSUPFAC ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	8111.89	1695.60	76.31	9885.80
14	147574.57	314911.50	110.13	462596.20
21	164452.03	2100.16	47.11	166499.30
28	132106.39	25[illegible].28	200.80	166012.47
35	18858.17	32[illegible]2.71	2324.06	53514.94
42	23581.90	[illegible]29.24	12.85	30083.99
49	8194.25	34[illegible].57	15.26	42814.08
56	189855.40	35[illegible].18	3638.25	232486.83
63	723643.49	14691.38	114.16	738509.03
70	111280.35	18311.17	1429.10	30855.62
77	16533.89	24[illegible].99	342.80	41091.68
84	14338.41	[illegible]29.22	127.43	21095.06
91	99010.40	28[illegible].59	5123.66	132567.65
98	36509.52	10[illegible].62	75.61	47464.75
105	66124.07	[illegible]11.10	203.92	66511.09
112	77421.73	23[illegible].05	138.24	101142.02
119	383100.31	40[illegible]6.94	100.09	786049.34
126	13918.18	3020.65	50.74	21997.77
133	108765.31	69[illegible]2.94	4943.43	183651.68
140	15638.84	26675.62	49.59	42366.05
147	125433.35	127[illegible].65	146.41	126853.41
154	276639.09	23[illegible].59	202.13	304009.81
161	139137.82	18742.31	333.80	158213.93
168	42981.79	17376.78	142.27	60502.84
175	63460.29	[illegible]65.72	138.65	150058.66
182	31791.67	13130.46	124.80	45051.93
189	219308.04	4651.98	10071.62	234321.64
196	155772.33	1313.62	510.03	157595.98
203	356109.79	236088.22	191.19	592389.20
210	186915.63	3[illegible].94	6997.19	197012.76
217	48697.93	2662.79	177.74	51758.46
224	614376.50	2[illegible].81	5.28	617306.59
231	85536.51	80[illegible].81	115.14	93682.46
238	19807.38	1[illegible]0.26	151.14	21408.78
245	35432.75	2925.42	2669.78	41027.95
252	181958.95	5[illegible].01	99.79	187495.75
259	504401.30	1511.72	131.33	506044.35
266	42344.71	10[illegible].93	5202.88	57954.12
273	56314.18	8234.06	195.96	64744.20
274	11694.25	0.0	61.08	11755.37
TOTAL	5462753.40	15[illegible]35.35	46914.75	7064403.54

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	OTHER EA	TOTAL
140070.60	35865.01	1202.94	131138.55

SUBSUPPAC ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	409.34	70.55	6.36	486.25
14	6047.34	12237.46	7.32	18312.61
21	6776.16	100.46	3.94	6880.56
28	5291.38	980.69	8.57	6282.64
35	788.25	944.51	58.59	1791.35
42	953.16	187.83	4.87	1155.87
49	280.19	844.83	1.52	1126.55
56	6982.90	1068.46	83.30	8132.66
63	27761.15	364.64	10.17	28136.16
70	474.07	446.55	36.82	957.44
77	421.74	730.96	32.48	1191.18
84	425.90	257.61	10.39	693.90
91	3159.91	771.35	45.27	3976.52
98	1486.47	307.41	3.42	1797.30
105	2615.62	7.92	9.40	2632.94
112	2678.88	924.83	2.22	3606.93
119	13751.72	15877.24	7.59	29636.66
126	1443.86	68.84	3.51	1521.21
133	4020.07	2555.57	12.65	6588.29
140	478.30	719.06	2.73	1200.10
147	4530.65	28.33	9.83	4568.81
154	11572.52	807.74	9.11	12389.36
161	5397.02	637.13	18.73	6052.88
168	1200.75	418.62	9.17	1628.84
175	2552.14	2955.03	9.70	5516.87
182	1275.70	351.48	6.86	1634.05
189	8573.62	120.80	70.78	8770.20
196	5789.28	63.34	7.67	5860.29
203	14203.66	9479.52	4.81	23688.00
210	6608.47	77.24	171.49	6857.20
217	1890.00	477.78	13.38	2381.16
224	22419.14	163.51	0.72	22585.37
231	2798.69	215.16	7.57	3021.42
238	897.54	42.98	8.34	948.85
245	1381.87	100.10	181.35	1663.32
252	6959.37	121.47	7.39	7088.23
259	19347.21	43.21	6.04	19396.46
266	1437.22	268.05	29.72	1732.99
273	1702.10	276.42	8.42	1986.94
274	598.63	0.0	2.35	600.98
TOTAL	207414.47	56141.28	528.57	264484.32

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAQ	BA BLK	OTHER BA	TOTAL
5318.32	1439.52	23.81	6781.65

NTC ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				TOTAL REQUISITIONS
	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	139.	312.	7.	0.	458.
14	65.	118.	4.	3.	190.
21	78.	171.	8.	0.	257.
28	238.	330.	8.	1.	577.
35	85.	157.	4.	0.	246.
42	109.	116.	8.	0.	233.
49	116.	179.	1.	1.	297.
56	89.	69.	2.	2.	162.
63	114.	261.	9.	0.	384.
70	39.	83.	5.	1.	128.
77	76.	114.	5.	0.	197.
84	233.	155.	3.	0.	391.
91	268.	232.	51.	0.	550.
98	228.	297.	13.	9.	547.
105	226.	151.	1.	0.	378.
112	136.	150.	6.	0.	292.
119	188.	265.	12.	1.	466.
126	66.	98.	4.	0.	168.
133	145.	321.	4.	1.	471.
140	51.	81.	19.	1.	152.
147	42.	59.	2.	0.	103.
154	100.	228.	64.	0.	392.
161	85.	254.	11.	0.	350.
168	131.	275.	6.	1.	413.
175	106.	206.	8.	0.	320.
182	167.	148.	19.	0.	334.
189	115.	321.	28.	0.	464.
196	144.	204.	4.	0.	352.
203	101.	282.	4.	4.	391.
210	108.	287.	2.	0.	397.
217	72.	136.	24.	0.	232.
224	143.	515.	17.	0.	675.
231	61.	214.	3.	0.	278.
238	63.	144.	1.	0.	208.
245	68.	143.	0.	0.	211.
252	87.	415.	6.	1.	509.
259	190.	447.	4.	1.	642.
266	32.	61.	3.	1.	97.
273	18.	53.	1.	0.	72.
274	0.	2.	0.	0.	2.
TOTAL	4524.	8054.	380.	28.	12986.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
116.00	206.51	9.14	0.72	332.97

NTC ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	156.	2.	0.	158.
14	142.	5.	0.	147.
21	157.	10.	0.	167.
28	247.	3.	0.	250.
35	209.	5.	1.	215.
42	126.	6.	3.	135.
49	164.	4.	0.	168.
56	133.	1.	1.	135.
63	219.	10.	1.	230.
70	125.	8.	0.	133.
77	120.	2.	2.	124.
84	141.	6.	0.	147.
91	205.	46.	0.	251.
98	245.	11.	8.	264.
105	153.	3.	1.	157.
112	170.	0.	1.	171.
119	181.	8.	0.	189.
126	164.	3.	0.	167.
133	109.	1.	0.	110.
140	249.	10.	0.	259.
147	151.	21.	0.	172.
154	199.	6.	1.	206.
161	149.	69.	0.	218.
168	367.	2.	0.	369.
175	207.	6.	1.	214.
182	171.	22.	0.	193.
189	223.	30.	0.	253.
196	246.	10.	1.	257.
203	240.	6.	2.	248.
210	314.	4.	1.	319.
217	286.	1.	0.	287.
224	406.	34.	0.	440.
231	280.	2.	0.	282.
238	146.	1.	0.	147.
245	203.	4.	0.	207.
252	136.	1.	1.	138.
259	549.	6.	1.	556.
266	254.	4.	2.	260.
273	101.	2.	0.	103.
274	3.	0.	0.	3.
TOTAL	8046.	375.	28.	8449.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
206.31	9.62	0.72	216.64

NTC ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	51733.12	373.56	0.0	52106.68
14	9906.92	708.40	0.0	10615.32
21	171208.11	1540.80	0.0	172808.91
28	61824.74	276.00	0.0	61900.74
35	34613.94	52.57	0.0	34666.51
42	176022.48	869.50	0.0	186321.98
49	161520.71	530.37	0.0	162051.08
56	82102.64	2349.00	0.0	84451.64
63	64152.39	2061.72	1630.00	67864.11
70	154173.66	4501.31	0.0	159071.95
77	142087.88	0.0	1.00	142088.88
84	19866.17	120.88	0.0	19987.05
91	70998.85	30172.96	0.0	101171.85
98	16976.14	1962.24	0.0	18969.38
105	235295.29	3.15	0.0	235298.44
112	101566.38	0.0	0.05	101566.43
119	23359.07	3658.40	0.0	27017.47
126	12893.05	6.53	0.0	12899.62
133	10613.42	0.0	0.0	10603.42
140	130000.70	2354.17	0.0	132354.87
147	18393.52	9435.97	0.0	27829.49
154	62804.04	1020.24	0.37	63825.25
161	2060.38	106076.51	0.0	108136.89
168	27393.55	0.0	0.0	27393.55
175	7737.59	0.00	1530.00	9274.59
182	1372.31	3469.77	0.0	4842.08
189	18554.01	7279.41	0.0	25834.42
196	152317.93	2053.28	0.0	154371.21
203	49775.40	709.55	0.0	49885.95
210	90904.24	67.24	0.0	90971.48
217	45839.51	2.89	0.0	45902.40
224	152638.82	16189.88	0.0	168828.70
231	49384.19	2.95	0.0	49387.14
238	10560.43	0.0	0.0	10560.43
245	5480.32	17.25	0.0	5483.57
252	12722.18	8.00	0.0	12730.18
259	154650.13	16.00	0.0	154660.13
266	109312.83	11702.25	22462.00	143477.08
273	132874.00	22.00	0.0	132896.00
274	638.30	0.0	0.0	638.30
TOTAL	2838258.24	217401.59	25623.42	3081283.25

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER CA	TOTAL
72775.85	5514.40	697.01	79007.26

NTC ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	4169.02	10.36	0.0	4179.38
14	724.55	20.72	0.0	745.27
21	5795.76	100.40	C.C	5906.16
28	3992.73	5.70	0.0	3998.43
35	2454.77	11.10	0.0	2465.87
42	6938.00	613.86	C.C	7551.86
49	5108.01	119.71	0.0	5227.73
56	2921.00	45.24	C.C	2966.24
63	3474.11	125.40	3.34	3602.86
70	6534.31	165.64	0.0	6700.55
77	4238.18	0.0	C.10	4238.28
84	1665.22	5.47	0.0	1671.69
91	4505.72	2494.89	0.0	7000.61
98	1546.19	63.24	C.0	1609.43
105	8452.37	0.10	0.0	8452.47
112	7199.85	0.0	C.01	7199.85
119	2032.88	293.19	0.0	2326.07
126	774.00	0.26	0.0	774.26
133	360.95	0.0	C.0	360.95
140	3586.00	178.20	0.0	3764.20
147	627.46	304.08	0.0	931.54
154	2598.25	51.17	C.03	2649.45
161	146.43	2711.17	0.0	2857.60
168	744.89	0.0	C.0	744.89
175	357.49	0.15	3.33	360.97
182	31.22	90.68	0.0	121.91
189	914.93	652.27	C.C	1567.20
196	4067.93	44.48	C.0	4112.41
203	1409.01	8.09	0.0	1417.10
210	3970.44	4.18	C.0	3974.62
217	4239.39	0.15	0.0	4239.55
224	5542.38	1213.29	C.0	6755.67
231	3691.87	0.07	0.0	3691.94
238	823.42	0.0	0.0	823.42
245	454.09	1.55	C.0	455.64
252	610.44	0.56	0.0	610.99
259	5876.47	0.56	0.0	5877.03
266	3433.21	1391.05	45.83	4872.79
273	4737.52	1.02	0.0	4738.54
274	53.62	0.0	C.0	53.62
TOTAL	120809.40	10736.98	52.64	131599.02

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	EA BLK	OTHER EA	TOTAL
3097.68	275.31	1.35	3374.33

POINT LOMA ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				
	NCN SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	48.	56.	1.	1.	106.
14	81.	58.	3.	6.	146.
21	121.	126.	3.	4.	254.
28	122.	133.	2.	1.	258.
35	134.	81.	2.	4.	221.
42	165.	156.	3.	0.	344.
49	188.	109.	2.	2.	301.
56	108.	74.	0.	0.	182.
63	236.	259.	11.	0.	506.
70	109.	96.	1.	0.	206.
77	177.	193.	4.	1.	375.
84	210.	210.	1.	0.	421.
91	192.	87.	3.	27.	309.
98	120.	84.	1.	0.	205.
105	149.	171.	1.	0.	321.
112	66.	83.	2.	0.	151.
119	187.	147.	24.	4.	362.
126	161.	132.	3.	0.	296.
133	216.	220.	5.	0.	441.
140	197.	192.	3.	0.	392.
147	118.	128.	2.	0.	248.
154	137.	123.	1.	0.	261.
161	201.	154.	1.	0.	356.
168	268.	267.	4.	0.	539.
175	161.	185.	0.	2.	348.
182	195.	236.	3.	1.	437.
189	186.	210.	8.	0.	404.
196	97.	94.	1.	0.	192.
203	114.	109.	2.	0.	225.
210	108.	200.	3.	0.	311.
217	192.	150.	4.	0.	346.
224	150.	116.	2.	0.	268.
231	147.	131.	3.	0.	281.
238	134.	157.	4.	13.	308.
245	138.	121.	1.	0.	260.
252	114.	207.	6.	0.	327.
259	102.	112.	4.	0.	218.
266	18.	51.	0.	0.	69.
273	150.	135.	4.	17.	306.
274	17.	20.	0.	0.	37.
TOTAL	5774.	5551.	130.	83.	11538.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NCT BA	BA9	BA BLK	OTHER BA	TOTAL
148.05	142.33	3.33	2.13	295.85

POINT LOMA ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	53.	2.	0.	55.
14	31.	2.	1.	34.
21	106.	2.	7.	115.
28	66.	3.	4.	73.
35	98.	2.	0.	100.
42	108.	6.	4.	118.
49	112.	1.	0.	113.
56	171.	1.	2.	174.
63	79.	9.	0.	88.
70	82.	2.	0.	84.
77	221.	1.	0.	222.
84	125.	3.	0.	128.
91	161.	2.	1.	164.
98	172.	3.	0.	175.
105	138.	1.	27.	166.
112	135.	2.	0.	137.
119	98.	1.	0.	99.
126	163.	24.	4.	191.
133	95.	4.	0.	99.
140	141.	4.	0.	145.
147	224.	3.	0.	227.
154	141.	2.	0.	143.
161	177.	0.	0.	177.
168	143.	1.	0.	144.
175	193.	4.	0.	197.
182	262.	3.	1.	266.
189	146.	6.	1.	153.
196	265.	3.	1.	269.
203	142.	1.	0.	143.
210	111.	2.	0.	113.
217	176.	6.	0.	182.
224	107.	3.	0.	110.
231	176.	2.	0.	178.
238	98.	4.	0.	102.
245	135.	1.	7.	143.
252	121.	3.	0.	124.
259	84.	6.	5.	95.
266	189.	3.	1.	193.
273	130.	2.	0.	132.
274	2.	0.	0.	2.
TOTAL	5377.	130.	66.	5573.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAQ	BA BLK	OTHER EA	TOTAL
137.87	3.33	1.69	142.90

POINT LOMA ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	336.58	0.0	0.0	336.58
14	264.84	75.50	0.0	340.34
21	1679.94	9.89	11.50	1701.33
28	8190.61	0.76	0.40	8191.77
35	19802.74	75.00	0.0	19877.74
42	1457.55	126.06	25.36	1610.97
49	1237.41	0.36	0.0	1237.77
56	10425.19	1.00	2.00	10428.19
63	516.67	0.49	0.0	517.16
70	1097.56	0.37	0.0	1097.93
77	2726.14	4.32	0.0	2730.46
84	32653.72	40.19	0.0	32693.91
91	32642.02	37502.00	0.20	70144.22
98	4171.03	86.85	0.0	4257.88
105	47736.74	0.36	108.19	47845.29
112	613.91	4.12	0.0	618.03
119	48032.54	8000.00	0.0	56032.54
126	17429.58	34.95	5.60	17470.13
133	41591.05	141.88	0.0	41732.93
140	97403.94	281.59	0.0	97685.53
147	4827.60	5.24	0.0	4832.84
154	1718.46	48.00	0.0	1766.46
161	15918.38	0.0	0.0	15918.38
168	2122.58	0.24	0.0	2122.82
175	35953.97	959.20	0.0	36913.17
182	25070.03	3.75	0.78	25072.16
189	1559.61	2.14	0.0	1561.75
196	1831.79	1.00	2.60	1835.39
203	57560.38	12.00	0.0	57572.38
210	73494.42	9.79	0.0	73504.21
217	5226.87	85.95	0.0	5312.82
224	1997.75	16.89	0.0	2014.64
231	31750.80	28.00	0.0	31778.80
238	743.03	128.24	0.0	871.27
245	1439.71	3.50	136.28	1579.49
252	1751.20	306.60	0.0	2057.80
259	33218.88	39.20	1.77	33259.85
266	1610.37	28.21	0.25	1638.83
273	682.28	0.14	0.0	682.42
274	3.50	0.0	0.0	3.50
TOTAL	668496.97	48662.78	294.93	716854.68

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
17140.95	1232.38	7.56	18380.89

POINT LOMA ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	23.17	0.0	0.0	23.17
14	13.16	3.55	0.0	16.71
21	57.94	0.45	1.08	59.47
28	315.19	0.04	0.04	315.27
35	763.85	0.77	0.0	764.62
42	54.86	6.65	0.90	62.41
49	63.88	0.02	0.0	63.90
56	399.53	0.10	0.16	399.80
63	16.33	0.06	0.0	16.39
70	26.89	0.02	0.0	26.91
77	97.27	0.29	0.0	97.56
84	1236.96	1.33	0.0	1238.30
91	1324.55	1500.20	0.02	2824.77
98	150.32	1.06	0.0	151.38
105	1748.85	0.04	6.66	1755.58
112	28.68	0.18	0.0	28.85
119	1834.17	300.00	0.0	2134.17
126	718.31	1.52	0.26	721.00
133	1716.54	2.86	0.0	1719.40
140	3681.33	3.47	0.0	3686.80
147	151.50	0.09	0.0	151.59
154	120.11	1.20	0.0	121.31
161	638.94	0.0	0.0	638.94
168	86.15	0.02	0.0	86.17
175	1339.45	22.76	0.0	1362.21
182	955.21	0.10	0.02	955.33
189	188.52	0.22	0.0	188.74
196	43.45	0.03	0.06	43.54
203	2275.36	0.58	0.0	2275.95
210	2773.71	0.39	0.0	2774.10
217	174.28	0.14	0.0	179.42
224	115.18	0.96	0.0	116.15
231	1286.24	1.50	0.0	1287.74
238	40.91	0.96	0.0	41.88
245	56.42	0.21	0.48	57.11
252	177.05	7.54	0.0	184.59
259	1294.47	0.02	0.21	1295.70
266	257.10	0.65	0.01	257.77
273	22.77	0.01	0.0	22.78
274	0.35	0.0	0.0	0.35
TOTAL	26269.51	1866.41	9.91	28147.83

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
673.58	47.91	0.25	721.74

ZONE 7
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				
	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	670.	571.	29.	7.	1277.
14	916.	1004.	87.	14.	2021.
21	1448.	1113.	28.	9.	2598.
28	673.	699.	14.	11.	1397.
35	794.	595.	37.	5.	1431.
42	1118.	1009.	20.	37.	2184.
49	671.	636.	29.	23.	1359.
56	715.	735.	33.	29.	1512.
63	826.	697.	28.	24.	1575.
70	955.	815.	21.	11.	1802.
77	676.	666.	35.	20.	1397.
84	1022.	861.	67.	13.	1963.
91	879.	622.	35.	24.	1560.
98	980.	844.	93.	17.	1934.
105	828.	864.	25.	6.	1723.
112	913.	730.	90.	7.	1740.
119	799.	660.	112.	38.	1609.
126	847.	726.	101.	6.	1680.
133	1029.	634.	97.	1.	1761.
140	852.	691.	115.	6.	1664.
147	577.	490.	85.	6.	1158.
154	1099.	839.	111.	10.	2059.
161	942.	782.	118.	20.	1862.
168	1323.	1059.	102.	6.	2490.
175	912.	753.	102.	9.	1776.
182	603.	383.	77.	2.	1065.
189	712.	643.	16.	9.	1380.
196	776.	830.	25.	17.	1651.
203	875.	1103.	31.	11.	2020.
210	828.	641.	18.	2.	1489.
217	864.	884.	17.	7.	1772.
224	992.	941.	27.	10.	1970.
231	887.	817.	23.	5.	1732.
238	1027.	830.	46.	5.	1908.
245	641.	373.	21.	17.	1052.
252	786.	759.	29.	19.	1593.
259	828.	628.	37.	8.	1501.
266	741.	525.	9.	3.	1278.
273	664.	638.	14.	10.	1326.
274	73.	100.	3.	0.	176.
TOTAL	33764.	29181.	2007.	484.	65436.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT 8A	8A9	8A BLK	OTHER 8A	TOTAL
865.74	748.23	51.46	12.41	1677.85

ZONE
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	434.	26.	4.	464.
14	539.	49.	2.	590.
21	684.	53.	21.	758.
28	881.	21.	9.	911.
35	618.	27.	4.	649.
42	890.	33.	4.	927.
49	768.	26.	3.	797.
56	808.	19.	14.	841.
63	663.	29.	17.	709.
70	779.	27.	56.	862.
77	689.	22.	17.	728.
84	805.	23.	11.	839.
91	634.	74.	14.	722.
98	741.	87.	13.	841.
105	796.	26.	26.	848.
112	739.	12.	20.	771.
119	766.	195.	7.	968.
126	821.	96.	24.	941.
133	741.	89.	18.	848.
140	613.	115.	2.	730.
147	516.	94.	0.	610.
154	654.	106.	8.	768.
161	672.	104.	12.	788.
168	810.	77.	12.	899.
175	1231.	153.	15.	1399.
182	869.	92.	13.	974.
189	560.	7.	7.	574.
196	456.	11.	15.	482.
203	698.	28.	10.	736.
210	927.	31.	14.	972.
217	1062.	16.	14.	1092.
224	723.	20.	8.	751.
231	778.	19.	4.	801.
238	870.	57.	8.	935.
245	843.	30.	4.	877.
252	708.	20.	5.	733.
259	486.	28.	23.	537.
266	748.	20.	6.	774.
273	657.	26.	4.	687.
274	96.	0.	1.	97.
TOTAL	28773.	1988.	469.	31230.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
737.77	50.97	12.03	800.77

ZONE 7
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	29749.94	1996.61	7.15	31713.70
14	29791.34	2877.11	C.C	32668.45
21	41967.48	5162.15	61.80	47175.43
28	86322.26	1284.91	27.36	87634.52
35	60477.82	1471.17	7.68	61957.27
42	62303.24	3721.92	9.99	66543.15
49	59964.86	1858.67	12.20	61835.75
56	58416.23	406.48	40.71	58863.42
63	276484.81	1598.33	82.00	278125.14
70	63134.37	2259.06	139.04	65366.49
77	42188.66	7743.70	83.91	50021.27
84	80874.44	1305.63	156.19	82336.26
91	64521.59	4633.02	179.39	69334.00
98	100085.74	5124.74	57.88	105268.36
105	37237.83	1072.15	411.92	38721.90
112	37209.71	92.00	209.57	37511.28
119	52708.66	37422.67	13.79	90145.11
126	80272.35	10528.26	14.48	90815.15
133	18194.41	9607.35	134.08	28016.84
140	32485.89	19345.47	0.0	51831.36
147	34463.44	30202.44	C.C	64665.88
154	38840.83	23013.01	2.00	61854.84
161	270266.31	18056.55	20.86	288343.76
168	58554.60	14617.66	4.28	73176.53
175	34423.50	18865.85	25.37	53314.72
182	25923.16	26365.32	36.72	52349.20
189	64610.33	10.36	6.80	64627.49
196	37263.09	982.12	43.34	38288.55
203	67968.80	1300.22	422.28	69691.30
210	68661.25	1434.14	570.37	70665.76
217	50087.08	645.66	93.56	50826.29
224	65025.94	358.66	19.99	65404.59
231	60740.04	1451.22	63.88	62259.14
238	86440.30	1285.83	2.04	91698.17
245	36679.78	523.85	4.71	37208.34
252	55527.09	2928.96	75.00	58531.07
259	48649.38	1232.14	15.70	49897.22
266	69700.57	1994.78	11.24	71706.59
273	58868.92	305.13	7.76	59185.81
274	11281.19	0.0	0.C	11281.19
TOTAL	2558873.27	266901.98	3085.04	2830860.29

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
65612.14	6894.92	79.10	72586.16

ZONE 7
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	1024.65	50.39	0.57	1075.81
14	880.55	81.73	0.0	962.28
21	1673.78	371.97	8.36	2054.11
28	4406.26	37.75	1.70	4445.71
35	2725.77	45.25	0.45	2771.47
42	2496.97	99.12	0.32	2596.41
49	2557.67	42.12	0.93	2601.72
56	1792.73	20.25	9.25	1822.23
63	11294.53	57.51	4.27	11356.31
70	3331.14	50.23	7.23	3387.60
77	1601.82	194.66	3.53	1799.41
84	3424.18	80.22	4.44	3508.85
91	3037.04	233.51	4.70	3275.24
98	4377.46	167.02	1.46	4545.94
105	1780.69	58.83	16.96	1856.48
112	2115.77	4.48	8.18	2128.44
119	2835.73	934.00	1.08	3770.81
126	3795.74	284.47	1.24	4081.45
133	1383.42	267.11	16.57	1667.10
140	1778.08	398.69	0.0	2176.74
147	2573.05	610.96	0.0	3184.02
154	1826.07	631.56	0.08	2457.71
161	11533.67	502.04	2.76	12038.47
168	3233.32	459.92	0.17	3695.41
175	1777.56	648.43	2.52	2428.51
182	1451.73	680.84	2.43	2135.00
189	3346.83	1.05	0.45	3348.34
196	1594.56	318.22	1.89	1914.67
203	3757.45	50.16	13.32	3820.92
210	3235.86	39.32	12.73	3287.91
217	2556.98	31.91	3.33	2592.23
224	2577.11	15.85	1.05	2594.01
231	3751.44	67.43	9.44	3828.31
238	4461.85	94.80	0.85	4557.51
245	1499.46	29.45	0.34	1529.27
252	2230.92	69.95	4.61	2305.48
259	2287.65	82.64	2.88	2373.17
266	3058.82	75.16	0.74	3135.31
273	3216.29	20.38	0.46	3237.13
274	289.76	0.0	0.0	289.76
TOTAL	118579.59	7514.40	151.29	126645.28

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

3A9	EA BLK	OTHER EA	TOTAL
3040.50	202.93	3.88	3247.31

NAS MIRAMAR ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				
	NCN SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	591.	441.	7.	4.	1043.
14	801.	656.	10.	4.	1471.
21	1342.	931.	10.	1.	2284.
28	570.	446.	6.	5.	1027.
35	743.	533.	6.	1.	1283.
42	962.	650.	12.	7.	1621.
49	589.	450.	3.	2.	1045.
56	622.	479.	14.	14.	1129.
63	769.	525.	17.	22.	1333.
70	767.	542.	3.	8.	1326.
77	501.	296.	7.	5.	809.
84	921.	649.	22.	6.	1598.
91	808.	556.	11.	8.	1383.
98	846.	644.	72.	1.	1563.
105	703.	592.	19.	2.	1316.
112	747.	459.	69.	2.	1277.
119	721.	492.	66.	31.	1310.
126	724.	463.	57.	2.	1246.
133	889.	438.	44.	0.	1371.
140	719.	480.	56.	0.	1255.
147	502.	318.	39.	0.	859.
154	1034.	635.	61.	1.	1731.
161	798.	543.	44.	9.	1394.
168	1233.	946.	51.	1.	2230.
175	815.	508.	47.	3.	1373.
182	546.	332.	73.	1.	952.
189	658.	506.	13.	3.	1180.
196	642.	503.	11.	9.	1165.
203	784.	743.	20.	8.	1555.
210	755.	523.	16.	0.	1294.
217	714.	503.	10.	2.	1229.
224	920.	682.	20.	1.	1623.
231	756.	514.	12.	3.	1385.
238	935.	536.	41.	1.	1513.
245	589.	303.	17.	13.	922.
252	627.	369.	19.	3.	1018.
259	769.	471.	31.	2.	1273.
266	654.	434.	7.	1.	1096.
273	530.	329.	8.	10.	877.
274	67.	50.	3.	0.	120.
TOTAL	29693.	20530.	1064.	196.	51483.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
761.36	526.41	27.28	5.03	1320.08

NAS MIRAMAR ACTIVITY
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	318.	10.	4.	332.
14	407.	5.	1.	417.
21	539.	8.	9.	556.
28	572.	4.	1.	577.
35	437.	8.	2.	449.
42	701.	10.	1.	712.
49	567.	5.	2.	578.
56	586.	5.	1.	592.
63	480.	20.	8.	508.
70	559.	8.	27.	594.
77	512.	3.	13.	528.
84	463.	10.	2.	475.
91	383.	12.	8.	403.
98	568.	12.	3.	583.
105	655.	22.	15.	692.
112	592.	8.	2.	602.
119	487.	128.	1.	616.
126	525.	55.	21.	601.
133	518.	43.	11.	572.
140	405.	55.	0.	460.
147	365.	39.	0.	404.
154	457.	51.	0.	508.
161	433.	58.	2.	493.
168	585.	43.	1.	629.
175	973.	61.	6.	1040.
182	752.	73.	3.	828.
189	382.	7.	2.	391.
196	340.	7.	6.	353.
203	592.	10.	1.	603.
210	609.	21.	1.	631.
217	705.	11.	14.	730.
224	483.	11.	4.	498.
231	484.	8.	1.	493.
238	546.	52.	0.	38.
245	624.	25.	0.	649.
252	472.	19.	2.	493.
259	386.	21.	15.	402.
266	424.	14.	2.	440.
273	446.	18.	0.	464.
274	87.	0.	1.	88.
TOTAL	20381.	1048.	193.	21622.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER LA	TOTAL
522.59	26.87	4.95	554.41

NAS MIRAMAR ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	11122.43	365.05	7.15	11494.63
14	21163.22	3.00	0.0	21166.22
21	31731.18	176.85	35.50	31943.53
28	47270.74	59.22	6.80	47344.76
35	20328.49	104.37	0.0	20432.86
42	33191.67	1712.55	0.0	34904.22
49	23202.68	150.17	12.20	23365.05
56	40961.69	7.86	4.33	40973.88
63	245976.16	386.02	52.00	245414.18
70	25269.82	1419.73	33.29	26728.84
77	33419.45	7241.56	22.15	40680.16
84	42117.73	329.01	152.58	42598.32
91	24176.95	1065.16	177.42	25424.13
98	64602.31	4852.06	1.85	69456.22
105	25828.58	1063.09	350.95	27282.62
112	13861.41	65.00	129.32	14055.73
119	22113.73	33556.41	6.82	55676.96
126	27303.24	9355.39	11.29	36667.92
133	3500.90	6047.56	71.36	9619.82
140	7217.16	17201.65	0.0	24419.01
147	8382.75	19612.69	0.0	27995.44
154	29072.06	12912.59	0.0	41984.65
161	221389.94	8502.21	13.85	239992.00
168	34731.84	6824.38	0.0	41555.62
175	24130.06	7802.69	2.52	31935.27
182	14420.41	11631.21	22.65	30074.27
189	26601.00	10.36	0.0	26611.36
196	26937.16	449.44	24.14	27461.74
203	25363.76	552.84	3.68	25911.28
210	40712.72	1303.00	0.0	42015.72
217	21294.56	560.08	93.56	21954.20
224	38191.32	114.73	12.99	38319.04
231	19546.03	129.23	20.00	19795.26
238	52367.92	5143.89	0.0	58011.81
245	19351.85	500.75	0.0	19852.60
252	24611.38	2923.50	13.00	27749.88
259	35872.83	753.36	10.00	36636.19
266	27942.98	1093.96	9.66	29046.60
273	31169.88	220.02	0.0	31395.91
274	11279.60	0.0	0.0	11279.60
TOTAL	1911494.35	167960.05	1359.06	1680813.50

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAQ	HA BLK	OTHER BA	TOTAL
38756.27	4306.67	34.85	43097.78

NAS MIRAMAR ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	492.43	11.03	0.57	504.03
14	647.00	1.33	0.0	648.33
21	1061.05	0.39	2.29	1071.73
28	1371.10	1.85	0.33	1373.28
35	601.69	8.36	0.0	610.05
42	1102.27	47.49	0.0	1149.76
49	682.66	15.30	0.93	699.09
56	1104.74	1.26	0.32	1107.32
63	9158.54	13.54	3.27	9185.35
70	793.42	11.10	1.78	796.74
77	1015.38	176.64	1.30	1194.10
84	1902.60	9.71	4.33	1916.64
91	731.60	29.61	4.57	765.78
98	2429.58	133.54	0.21	2564.34
105	843.42	58.43	15.39	917.74
112	588.66	2.45	3.23	595.55
119	1008.21	827.42	0.55	1836.18
126	976.63	245.38	1.17	1223.47
133	310.39	157.10	6.49	473.99
140	330.09	337.25	0.0	667.34
147	623.18	360.77	0.0	983.96
154	300.96	844.66	0.0	1145.21
161	8828.51	213.26	2.52	9044.29
168	1421.14	409.00	0.0	1830.15
175	1153.12	380.17	0.10	1533.40
182	913.31	285.73	1.71	1200.75
189	1151.10	1.05	0.0	1152.15
196	1226.25	103.83	1.39	1331.48
203	1006.75	3.35	0.28	1010.43
210	1586.73	34.55	0.0	1621.27
217	900.93	20.92	2.33	933.18
224	1488.52	4.44	0.77	1493.74
231	716.41	11.03	5.00	732.44
238	2044.43	92.08	0.0	2136.50
245	671.46	26.19	0.0	695.65
252	836.19	69.60	0.96	906.75
259	1124.20	31.71	2.50	1058.41
266	890.02	44.17	0.63	934.82
273	1212.37	9.71	0.0	1222.08
274	289.62	0.0	0.0	289.62
TOTAL	55930.69	4367.49	67.90	60366.08

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	EA BLK	OTHER EA	TOTAL
1434.12	111.99	1.14	1547.85

NRMC SAN DIEGO
WEEKLY [illegible] ADMISSIONS

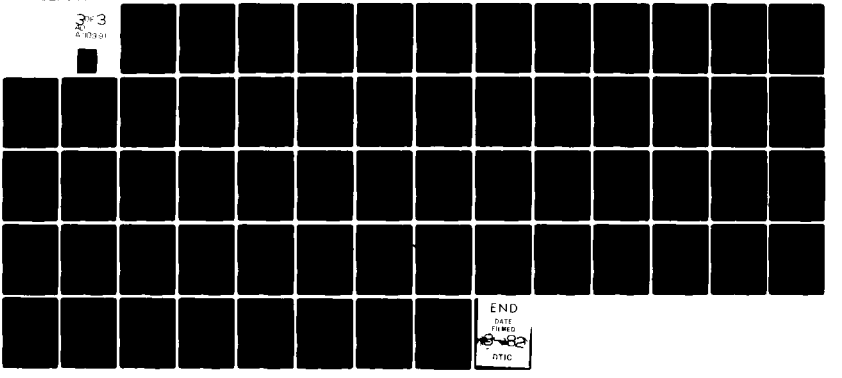
WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL [illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
42	124.	327.	3.	0.	455.
49	37.	194.	3.	0.	234.
56	36.	[illegible]	[illegible]	0.	253.
63	[illegible]	[illegible]	[illegible]	0.	140.
70	123.	[illegible]	[illegible]	0.	[illegible]
77	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	90.	[illegible]	2.	0.	[illegible]
[illegible]	15.	[illegible]	1.	0.	[illegible]
98	100.	171.	7.	0.	278.
105	82.	[illegible]	3.	0.	[illegible]
112	115.	[illegible]	3.	0.	[illegible]
[illegible]	28.	[illegible]	3.	0.	[illegible]
126	74.	[illegible]	3.	0.	[illegible]
133	102.	[illegible]	11.	0.	[illegible]
[illegible]	90.	176.	17.	0.	285.
147	45.	157.	7.	1.	210.
154	36.	174.	21.	0.	[illegible]
161	93.	196.	45.	0.	[illegible]
[illegible]	33.	[illegible]	33.	0.	[illegible]
[illegible]	74.	203.	23.	0.	[illegible]
[illegible]	3.	[illegible]	1.	0.	[illegible]
[illegible]	7.	70.	[illegible]	[illegible]	[illegible]
[illegible]	84.	236.	10.	0.	[illegible]
203	74.	231.	3.	0.	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
217	76.	[illegible]	3.	0.	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
252	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
259	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
273	127.	[illegible]	[illegible]	[illegible]	[illegible]
274	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTAL	2438.	6554.	260.	5.	9277.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BAP	BA BAP	OTHER BA	TOTAL
52.51	166.05	7.16	0.13	237.87

AD-A110 991 NAVAL POSTGRADUATE SCHOOL MONTEREY CA F/G 5/1
ANALYSIS OF MATERIAL DISTRIBUTION FROM NSC SAN DIEGO TO LOCAL C--ETC(U)
SEP 81 J M ELLER, R T MOORE

UNCLASSIFIED NL



NRMC SAN DIEGO
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED: LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT	ISSUES
7	83.	0.	0.	83.	
14	33.	2.	0.	35.	
21	108.	7.	0.	115.	
28	251.	0.	0.	250.	
35	152.	1.	0.	153.	
42	152.	4.	0.	156.	
49	184.	1.	0.	185.	
56	163.	2.	0.	165.	
63	160.	5.	0.	165.	
70	196.	3.	0.	199.	
77	59.	1.	0.	60.	
84	281.	13.	0.	294.	
91	209.	2.	0.	211.	
98	177.	7.	0.	184.	
105	99.	4.	0.	103.	
112	118.	1.	0.	119.	
119	226.	3.	0.	229.	
126	259.	1.	0.	260.	
133	134.	5.	0.	139.	
140	172.	13.	0.	185.	
147	137.	16.	0.	153.	
154	171.	24.	0.	195.	
161	194.	19.	0.	213.	
168	191.	27.	0.	218.	
175	187.	44.	0.	231.	
182	92.	17.	0.	109.	
189	131.	0.	0.	131.	
196	60.	2.	1.	63.	
203	71.	12.	2.	85.	
210	245.	7.	2.	254.	
217	282.	0.	0.	282.	
224	97.	7.	0.	104.	
231	258.	8.	0.	266.	
238	182.	5.	0.	187.	
245	166.	0.	0.	166.	
252	193.	1.	0.	194.	
259	87.	6.	0.	93.	
266	276.	5.	0.	281.	
273	136.	4.	0.	140.	
274	9.	0.	0.	9.	
TOTAL	6380.	279.	5.	6664.	

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

849	8A BLK	OTHER LA	TOTAL
163.59	7.15	0.13	170.27

NRMC SAN DIEGO
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	18627.51	1591.56	0.0	20219.07
14	8621.64	2812.11	C.C	11492.75
21	10230.30	4954.30	46.30	15231.50
28	39942.51	1220.69	20.56	40285.76
35	40138.93	1367.40	7.68	41514.01
42	29402.88	2021.37	2.89	31427.14
49	36633.82	1166.50	C.C	37712.32
56	17454.54	396.62	36.38	17885.54
63	30405.70	1172.31	30.00	31698.01
70	37859.44	675.35	93.15	38632.94
77	8753.45	507.14	61.76	9322.35
84	38738.72	977.62	3.39	39719.73
91	40344.64	2471.08	1.97	42817.69
98	35356.93	472.08	56.03	35885.64
105	11409.25	5.00	20.97	11435.28
112	23348.30	27.00	80.25	23455.55
119	30594.84	3850.26	6.97	34468.07
126	52969.15	1176.89	1.19	54147.23
133	14884.69	3639.79	62.72	18387.20
140	25259.73	2143.62	0.0	27403.35
147	26160.69	10525.75	C.C	36690.44
154	10774.77	9060.42	0.25	19861.44
161	38876.27	9466.36	7.01	48351.76
168	23823.96	7792.67	4.28	31620.91
175	10293.44	11063.16	4.75	21361.35
182	7498.75	14750.11	14.07	22270.93
189	37409.33	0.0	6.80	37416.13
196	9073.91	542.68	9.20	9624.79
203	42612.24	1746.38	418.60	43777.22
210	27914.53	1231.14	570.37	28616.04
217	27481.04	75.57	C.C	27560.61
224	26810.12	243.53	7.00	27061.05
231	41087.01	1329.99	43.88	42449.88
238	33508.66	111.54	2.04	33682.04
245	17241.43	13.60	4.71	17264.74
252	30715.71	3.48	62.00	30781.19
259	12682.39	457.78	5.70	13145.87
266	41642.05	890.92	1.58	42542.59
273	27699.04	79.10	1.16	27785.90
274	1.59	0.0	C.C	1.59
TOTAL	1043302.44	95815.35	1702.81	1144820.60

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	BA BLK	OTHER BA	TOTAL
26751.34	2559.37	43.66	29354.37

NRMC SAN DIEGO
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	532.41	39.37	0.0	571.78
14	232.90	80.39	0.0	313.30
21	612.69	365.63	4.06	982.38
28	3035.17	35.90	1.36	3072.43
35	2123.92	36.89	0.45	2161.26
42	1377.73	51.64	0.06	1429.43
49	1870.00	27.82	0.0	1897.82
56	687.99	17.98	8.94	714.91
63	2127.16	41.97	1.00	2170.13
70	2565.77	19.14	5.50	2590.41
77	583.28	17.22	2.23	602.73
84	1520.90	70.52	0.10	1591.52
91	2305.44	64.18	0.12	2369.75
98	1934.87	31.48	1.25	1967.60
105	936.77	3.40	1.57	938.75
112	1526.91	1.02	4.95	1532.89
119	1827.51	100.59	0.53	1934.63
126	2818.82	38.09	0.07	2857.98
133	1072.48	110.00	10.08	1192.57
140	1447.36	61.44	0.0	1508.80
147	1949.87	250.19	0.0	2200.06
154	1025.42	286.86	0.03	1312.30
161	2705.16	280.79	0.24	2985.18
168	1818.18	246.92	0.17	2065.27
175	609.44	283.26	0.58	893.28
182	533.20	399.11	0.71	934.03
189	2145.74	0.0	0.45	2146.18
196	268.11	214.38	0.49	482.99
203	2750.44	54.76	13.03	2818.23
210	1648.73	4.18	12.73	1666.24
217	1502.81	2.99	0.0	1505.80
224	1086.47	11.41	0.27	1098.15
231	3034.28	55.40	4.44	3094.12
238	2416.99	2.72	0.85	2420.57
245	815.16	0.86	0.34	816.36
252	1394.73	0.35	3.65	1398.73
259	1259.24	47.53	0.38	1307.55
266	2160.28	31.41	0.11	2191.79
273	2003.92	10.67	0.46	2015.05
274	0.14	0.0	0.0	0.14
TOTAL	62273.38	3403.48	81.24	65758.10

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	EA BLK	OTHER EA	TOTAL
1596.75	87.27	2.08	1686.11

ZONE 8
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	2783.	2118.	76.	101.	5078.
14	2848.	2425.	255.	118.	5646.
21	3468.	2427.	118.	144.	6157.
28	3410.	2751.	350.	251.	6762.
35	5375.	3633.	267.	176.	9651.
42	5960.	4555.	223.	232.	10970.
49	5706.	3192.	206.	141.	9245.
56	4703.	4471.	160.	171.	9505.
63	3778.	2519.	147.	56.	6500.
70	3122.	2420.	99.	148.	5789.
77	3062.	2480.	238.	71.	5851.
84	3429.	2594.	281.	76.	6380.
91	3393.	2131.	759.	122.	6405.
98	3168.	2183.	174.	69.	5594.
105	4423.	2895.	187.	86.	7591.
112	11036.	4618.	193.	110.	15957.
119	4081.	2966.	415.	140.	7602.
126	3271.	2193.	341.	106.	5911.
133	2913.	2335.	209.	104.	5561.
140	4106.	3137.	491.	102.	7836.
147	3176.	2375.	354.	71.	5976.
154	4414.	2480.	376.	100.	7370.
161	3655.	2630.	287.	148.	6720.
168	4825.	4120.	314.	140.	9399.
175	3223.	2209.	676.	87.	6195.
182	3645.	2219.	280.	166.	6310.
189	2844.	2101.	122.	156.	5223.
196	4873.	3487.	126.	208.	8694.
203	5306.	3493.	150.	193.	9142.
210	3099.	2366.	133.	360.	5958.
217	4959.	3394.	169.	222.	8744.
224	4826.	4162.	165.	411.	9564.
231	4798.	2810.	202.	224.	8034.
238	6548.	3725.	172.	286.	10731.
245	2990.	2673.	170.	234.	5967.
252	5682.	4703.	263.	364.	11012.
259	3454.	2624.	208.	598.	6884.
266	4865.	3039.	252.	830.	8986.
273	4263.	2508.	126.	599.	7496.
274	633.	243.	22.	31.	929.
TOTAL	166013.	115604.	9756.	7952.	299325.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
4256.14	2964.21	250.15	203.90	7675.00

ZONE 8
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	875.	61.	15.	951.
14	1515.	181.	64.	1760.
21	2349.	118.	75.	2542.
28	1843.	111.	67.	2021.
35	1796.	349.	103.	2248.
42	3225.	212.	76.	3513.
49	3907.	233.	93.	4233.
56	3244.	147.	134.	3525.
63	1775.	192.	167.	2134.
70	4259.	55.	116.	4430.
77	2761.	199.	330.	3290.
84	2618.	98.	90.	2806.
91	2419.	349.	98.	2866.
98	2339.	860.	51.	3250.
105	2404.	57.	161.	2622.
112	2379.	100.	102.	2581.
119	2166.	468.	95.	2729.
126	3113.	239.	221.	3573.
133	2556.	209.	106.	2871.
140	2535.	359.	80.	2974.
147	2697.	401.	74.	3172.
154	4065.	429.	78.	4592.
161	2109.	353.	101.	2563.
168	2612.	288.	117.	3017.
175	5530.	763.	119.	6412.
182	3794.	262.	87.	4143.
189	1915.	128.	56.	2099.
196	2145.	104.	139.	2388.
203	3333.	128.	179.	3640.
210	3554.	125.	241.	3920.
217	3562.	75.	245.	3882.
224	2086.	123.	308.	2517.
231	3634.	171.	143.	3948.
238	5571.	382.	237.	6190.
245	2828.	122.	129.	3079.
252	3002.	101.	388.	3491.
259	3546.	266.	501.	4313.
266	2737.	304.	985.	4026.
273	2812.	195.	972.	3979.
274	1358.	61.	85.	1504.
TOTAL	112988.	9378.	7428.	129794.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
2897.13	240.46	190.46	3328.05

ZONE 8
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
	WEIGHT BY TYPE OF SHIPMENT			
7	76426.54	8352.76	22.46	84801.76
14	112879.86	66040.29	1023.01	199943.16
21	617338.16	49961.35	299.73	667599.24
28	79552.14	9502.17	969.11	90423.42
35	81161.55	164212.87	1259.80	246634.22
42	173194.19	17566.02	906.42	191667.63
49	119077.01	76847.74	508.96	196433.71
56	222162.11	11535.82	14637.71	248335.64
63	66243.72	26063.87	2360.04	94667.63
70	267506.28	1893.86	7418.67	276818.81
77	194929.68	36280.49	8365.58	239475.75
84	578846.45	50202.60	2022.60	631071.65
91	97481.25	65792.87	6785.15	170059.27
98	121769.85	53147.37	1971.32	176888.54
105	145262.22	18210.92	1287.10	164760.24
112	885500.68	7842.94	488.06	893831.68
119	146919.43	109070.75	481.75	256471.93
126	77292.13	70722.14	4321.28	152335.55
133	133214.78	76476.36	3645.01	213338.15
140	226543.38	74369.99	832.00	301745.37
147	431728.91	207350.67	885.80	639965.38
154	242380.18	55516.31	544.54	299441.03
161	429150.54	66000.40	490.86	495641.80
168	67679.83	108454.42	6073.08	182207.33
175	91086.85	355401.70	6547.60	453036.15
182	253385.12	51180.05	16252.67	320817.84
189	117156.81	13102.14	810.21	131069.16
196	166431.65	2383.65	507.09	169322.39
203	826027.26	3588.61	535.64	830951.51
210	225387.67	5508.60	2946.72	233842.99
217	144225.00	1365.21	5637.06	151227.27
224	275450.28	2735.18	6590.82	284776.28
231	110550.82	14793.29	1314.08	126658.19
238	227894.23	17249.95	4427.64	249571.82
245	119719.55	8004.23	1041.23	128765.01
252	159102.33	4800.53	5260.09	169162.95
259	329162.03	23012.84	3963.47	356138.34
266	375646.88	10905.40	11771.63	398323.91
273	162252.49	10635.68	54980.04	227868.21
274	168496.13	100.92	1870.56	170467.61
TOTAL	9346675.97	1978832.96	191055.59	11516568.52

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

EA9	EA BLK	OTHER EA	TOTAL
239658.36	50739.31	4898.96	295296.63

ICNE 8

CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	2632.49	216.08	0.96	2851.53
14	3677.47	2557.01	43.73	6278.21
21	22818.43	1340.94	20.98	24180.36
28	2394.03	775.56	61.93	3231.52
35	3076.27	4506.61	42.27	7625.15
42	5825.37	556.73	23.45	6407.55
49	4200.53	2153.19	26.60	6380.32
56	8477.48	1827.05	1033.13	10337.71
63	2712.06	1206.12	113.60	4031.78
70	9499.65	100.03	102.70	9702.39
77	7355.06	1283.25	229.25	9062.56
84	21327.38	1931.74	89.48	23368.60
91	3682.34	1845.55	166.29	5690.17
98	4376.52	1615.68	66.50	6058.70
105	5797.56	413.80	74.40	6285.76
112	33934.82	283.61	82.85	34247.50
119	5634.76	2982.18	54.91	8671.85
126	3153.77	2260.37	342.07	5756.21
133	5648.91	1955.11	111.84	7715.92
140	8690.15	2017.84	57.63	10822.62
147	15784.29	5650.23	42.44	21476.96
154	10245.91	1648.05	37.67	11831.33
161	16691.48	1531.91	38.49	18261.89
168	3203.36	3865.22	1154.01	7226.58
175	3859.25	9269.70	2222.93	13375.88
182	9367.35	1466.82	86.27	10922.44
189	4641.56	383.11	59.78	5084.47
196	5597.17	73.29	66.66	5737.12
203	30038.85	123.85	70.49	30238.18
210	7221.21	185.75	108.06	7515.06
217	5348.35	80.77	418.70	5847.82
224	8835.20	195.45	157.34	9188.00
231	4038.48	480.17	68.47	4587.12
238	6738.25	560.54	182.74	7517.53
245	4643.01	506.98	60.17	5209.77
252	5816.28	122.61	453.66	6392.55
259	15253.69	835.05	264.14	16352.92
266	13660.37	285.76	1070.47	15016.59
273	6464.61	292.48	1781.83	8538.93
274	6457.48	2.06	109.68	6570.23
TOTAL	349321.00	57510.18	8766.58	415597.76

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAY	EA BLK	OTHER EA	TOTAL
8556.95	1474.62	224.78	10656.35

NAS NORTH ISLAND ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				
	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	2683.	1885.	51.	101.	4720.
14	2673.	2120.	231.	115.	5039.
21	3384.	2168.	68.	142.	5762.
28	3247.	2424.	318.	246.	6235.
35	5242.	3613.	224.	176.	9260.
42	5863.	4367.	200.	229.	10659.
49	5539.	2929.	176.	135.	8799.
56	4512.	4153.	139.	167.	8971.
63	3674.	2293.	124.	53.	6144.
70	3002.	1913.	89.	147.	5156.
77	2920.	2229.	177.	69.	5395.
84	3264.	2151.	221.	74.	5710.
91	3198.	1751.	670.	92.	5711.
98	2950.	1658.	158.	67.	4825.
105	4170.	2479.	171.	80.	6900.
112	10906.	4316.	163.	107.	15497.
119	3922.	2619.	358.	138.	7037.
126	3140.	1963.	324.	104.	5531.
133	2728.	2053.	163.	103.	5044.
140	3970.	2938.	432.	100.	7440.
147	2999.	2209.	245.	69.	5522.
154	4286.	2361.	184.	99.	6930.
161	3413.	2261.	251.	147.	6072.
168	4625.	3792.	197.	139.	8753.
175	3025.	2061.	624.	85.	5795.
182	3466.	1904.	221.	162.	5754.
189	2687.	1856.	116.	152.	4813.
196	4658.	3123.	115.	194.	8090.
203	5089.	3134.	132.	193.	8548.
210	2940.	1965.	114.	359.	5398.
217	4680.	3035.	137.	221.	8073.
224	4539.	3722.	153.	410.	8824.
231	4587.	2465.	193.	223.	7472.
238	6341.	3410.	164.	285.	10200.
245	2830.	2613.	168.	234.	5845.
252	5510.	4470.	236.	360.	10576.
259	3249.	2318.	183.	594.	6344.
266	4608.	2715.	232.	828.	8443.
273	3979.	2194.	115.	596.	6884.
274	601.	204.	17.	31.	853.
TOTAL	159121.	102817.	8260.	7826.	279024.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
4080.03	2661.97	211.79	200.67	7154.46

NAS NORTH ISLAND ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	717.	43.	15.	775.
14	1207.	148.	63.	1418.
21	2066.	82.	74.	2222.
28	1577.	75.	65.	1717.
35	1583.	305.	99.	1987.
42	2787.	187.	76.	3050.
49	3757.	212.	93.	4062.
56	3018.	106.	131.	3255.
63	1449.	168.	159.	1776.
70	3971.	45.	114.	4130.
77	2513.	156.	330.	3001.
84	2420.	61.	90.	2571.
91	2128.	276.	96.	2500.
98	1890.	196.	51.	2737.
105	1953.	42.	124.	2119.
112	1991.	90.	101.	2182.
119	1777.	409.	90.	2276.
126	2679.	209.	219.	3107.
133	2138.	166.	106.	2410.
140	2371.	300.	80.	2751.
147	2378.	358.	70.	2846.
154	3947.	198.	77.	4222.
161	1931.	279.	151.	2361.
168	2308.	148.	116.	2572.
175	5173.	144.	119.	6036.
182	3524.	202.	82.	3808.
189	1617.	71.	56.	1744.
196	1895.	98.	127.	2120.
203	2899.	119.	178.	3196.
210	3224.	102.	227.	3553.
217	3118.	59.	244.	3421.
224	1696.	92.	307.	2095.
231	3355.	161.	143.	3659.
238	5100.	368.	237.	5705.
245	2553.	107.	127.	2787.
252	2824.	92.	387.	3303.
259	3381.	237.	501.	4119.
266	2555.	279.	980.	3814.
273	2480.	185.	970.	3635.
274	1319.	56.	84.	1459.
TOTAL	101319.	7873.	7309.	116501.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	BA BLK	OTHER EA	TOTAL
2597.92	201.87	187.41	2987.21

NAS NORTH ISLAND ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	31513.48	6439.18	22.46	37975.12
14	45954.26	64352.72	1013.26	131360.24
21	77097.48	46612.35	659.73	124369.56
28	54717.38	8645.61	666.81	64332.00
35	48038.10	162897.51	1258.68	211894.69
42	133300.11	18165.27	605.42	152656.80
49	99342.67	76238.38	508.96	176238.01
56	120541.84	8643.69	14636.57	143822.10
63	38324.25	25237.89	524.04	64086.18
70	91593.79	1384.52	7416.57	100406.28
77	73579.52	33957.06	8369.68	115706.16
84	90379.88	1226.76	2022.60	93731.24
91	67672.13	64620.01	6777.91	139070.05
98	76418.45	43642.04	1371.32	120831.81
105	114649.76	17551.53	932.87	133133.16
112	31505.20	7019.98	480.47	38805.65
119	31665.69	101620.93	468.16	133774.78
126	47404.32	62332.39	4321.28	115057.99
133	79603.57	14659.12	3646.01	156147.70
140	21461.35	68804.89	832.00	91098.24
147	59206.98	207323.64	678.43	266409.05
154	196152.00	12430.67	644.54	239226.61
161	357367.66	57568.36	490.86	415826.88
168	52639.19	63942.64	2248.08	118829.91
175	82874.36	354433.65	6547.60	443855.61
182	80481.53	30330.77	5476.75	116297.05
189	32916.76	1012.51	210.21	34139.87
196	49880.51	1520.16	476.45	51883.12
203	173837.80	2393.05	671.64	177102.49
210	167543.74	4662.07	1289.68	173885.69
217	98626.96	1171.38	4637.06	104435.40
224	186994.27	1969.01	6588.22	195571.50
231	77676.81	14338.89	1314.08	93329.78
238	222316.95	16752.62	4427.64	243497.21
245	70424.31	7885.64	1003.23	79314.08
252	92318.51	1330.61	5229.59	98879.71
259	309303.23	22164.18	3963.47	335450.98
266	314019.65	9764.62	11257.15	335061.62
273	54317.25	9751.20	54971.34	119039.79
274	8182.17	99.76	1692.81	9974.74
TOTAL	4065909.86	1731486.86	170776.13	5968172.85

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BASE	LOCAL	OTHER	TOTAL
104254.10	44397.15	4378.85	153030.10

NAS NORTH ISLAND ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	1107.31	165.27	0.96	1273.54
14	1590.08	2510.66	43.33	4144.09
21	2562.19	1210.51	20.98	3793.68
28	2191.66	233.16	61.91	2486.73
35	2006.23	4463.36	42.21	6511.80
42	4704.84	481.15	23.45	5209.44
49	3680.29	2137.04	26.60	5843.89
56	4942.91	249.17	1503.03	6695.11
63	1750.78	1227.39	49.85	3028.02
70	3026.52	58.23	102.65	3187.40
77	2902.18	1167.82	449.25	4539.25
84	3343.90	216.11	89.48	3649.49
91	2638.17	1814.48	156.01	4610.65
98	3047.77	1256.80	66.50	4371.08
105	4769.03	268.99	42.09	5180.11
112	1802.48	256.82	52.01	2111.31
119	1983.60	2827.63	54.83	4866.05
126	2374.77	2046.20	342.07	4763.04
133	3530.38	1901.81	111.84	5543.03
140	1019.94	1889.74	57.63	2968.31
147	2135.82	5644.23	41.77	7821.82
154	8334.31	414.78	37.67	8786.76
161	13902.75	1453.42	38.49	15394.66
168	2655.74	2741.77	125.67	5523.18
175	3559.45	9237.70	222.93	13020.08
182	3005.59	853.72	64.16	3923.47
189	1421.26	50.36	55.78	1539.40
196	1543.37	69.80	65.90	1679.07
203	5966.48	87.97	68.49	6122.93
210	5396.08	121.67	84.62	5602.38
217	3708.75	69.99	401.20	4179.58
224	5675.05	139.21	153.13	5967.38
231	3018.51	452.65	68.47	3539.63
238	6476.05	580.04	182.74	7238.84
245	3202.75	499.97	60.10	3762.82
252	3314.21	33.60	453.62	3801.53
259	14625.29	752.96	264.14	15642.39
266	11282.62	252.21	1019.94	12554.77
273	2785.11	264.66	1781.31	4831.08
274	437.29	3.02	91.27	531.57
TOTAL	157412.55	50242.68	8564.09	216239.36

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER EA	TOTAL
4036.22	1288.27	220.10	5544.60

NAB CORONADO ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				
	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	89.	157.	24.	0.	270.
14	132.	336.	21.	1.	490.
21	76.	225.	46.	2.	349.
28	122.	247.	31.	5.	404.
35	103.	151.	35.	0.	289.
42	74.	145.	17.	3.	239.
49	97.	195.	21.	6.	319.
56	142.	253.	9.	4.	408.
63	70.	157.	21.	3.	251.
70	95.	451.	5.	1.	552.
77	99.	177.	38.	2.	316.
84	119.	368.	35.	0.	523.
91	171.	318.	70.	29.	588.
98	162.	451.	8.	1.	622.
105	155.	298.	9.	1.	463.
112	91.	256.	25.	3.	375.
119	121.	244.	44.	2.	411.
126	92.	186.	10.	2.	290.
133	128.	183.	40.	1.	352.
140	111.	168.	47.	2.	328.
147	90.	100.	44.	1.	235.
154	88.	98.	125.	1.	312.
161	129.	226.	6.	0.	361.
168	151.	262.	104.	0.	517.
175	117.	102.	23.	2.	244.
182	143.	287.	57.	4.	491.
189	107.	191.	4.	2.	304.
196	188.	285.	11.	14.	497.
203	102.	221.	7.	0.	330.
210	134.	311.	18.	1.	464.
217	237.	292.	27.	1.	557.
224	215.	345.	10.	1.	571.
231	167.	243.	9.	1.	420.
238	159.	255.	6.	1.	421.
245	36.	31.	2.	0.	69.
252	121.	135.	21.	4.	281.
259	116.	165.	12.	2.	295.
266	114.	172.	12.	2.	300.
273	233.	272.	8.	0.	513.
274	29.	38.	2.	0.	69.
TOTAL	4925.	8957.	1063.	105.	15090.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA ELK	OTHER BA	TOTAL
126.28	230.69	27.26	2.69	386.92

NAB CORONADO ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	133.	16.	0.	149.
14	206.	29.	0.	235.
21	237.	35.	1.	273.
28	217.	32.	1.	250.
35	188.	42.	4.	234.
42	316.	19.	0.	335.
49	119.	16.	0.	135.
56	163.	26.	3.	192.
63	259.	23.	8.	290.
70	226.	7.	2.	235.
77	198.	38.	0.	236.
84	121.	10.	0.	131.
91	210.	53.	1.	264.
98	381.	45.	0.	426.
105	402.	9.	35.	446.
112	354.	6.	1.	361.
119	255.	59.	2.	316.
126	347.	16.	2.	365.
133	347.	37.	0.	384.
140	140.	49.	0.	189.
147	221.	0.	4.	225.
154	104.	132.	1.	237.
161	100.	45.	0.	145.
168	216.	94.	1.	311.
175	246.	15.	0.	261.
182	185.	23.	3.	211.
189	258.	54.	0.	312.
196	179.	5.	6.	190.
203	350.	9.	1.	360.
210	228.	9.	14.	251.
217	348.	15.	1.	364.
224	319.	30.	1.	350.
231	207.	9.	0.	216.
238	379.	13.	0.	392.
245	178.	8.	2.	188.
252	144.	6.	1.	151.
259	104.	24.	0.	128.
266	129.	11.	4.	144.
273	170.	4.	1.	175.
274	14.	5.	1.	20.
TOTAL	8898.	1078.	101.	10077.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
228.15	27.64	2.59	258.38

NAB CORONADO ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	44828.96	1121.58	0.0	45950.54
14	13781.93	798.05	0.0	14579.98
21	488098.09	2561.60	0.0	490659.69
28	2749.25	755.32	0.0	3504.57
35	28041.85	1612.46	1.12	29655.43
42	7023.89	3830.25	0.0	10854.14
49	17702.79	438.30	0.0	18141.09
56	60276.18	1403.79	1.14	61681.11
63	20888.26	823.58	1836.00	23547.84
70	163815.87	25.14	1.70	163842.31
77	108559.93	2523.03	0.0	111082.96
84	457184.07	276.81	0.0	457460.88
91	20931.76	1139.62	1.24	22072.62
98	13509.65	1752.11	0.0	15262.76
105	26167.77	75.19	202.23	26445.19
112	807811.39	18.83	7.59	807837.81
119	96441.26	7441.82	0.20	103883.28
126	10926.53	1716.15	0.0	12642.68
133	50448.23	1767.48	0.0	52215.71
140	204419.15	2579.84	0.0	206998.99
147	355858.18	0.0	7.37	355865.55
154	41933.20	21645.70	0.0	63578.90
161	60153.63	7752.44	0.0	67906.07
168	12454.00	25048.96	3825.00	41327.96
175	6311.89	958.28	0.0	7270.17
182	171649.46	602.40	10772.36	183024.21
189	78680.75	12590.98	0.0	91277.73
196	57952.06	863.49	15.00	58830.55
203	650867.27	1595.56	64.00	652526.83
210	27502.86	282.47	1656.84	29392.17
217	36206.46	191.83	1000.00	37398.29
224	75454.95	748.17	2.60	76203.72
231	26909.36	429.92	0.0	27429.28
238	3816.26	497.33	0.0	4313.59
245	18981.87	33.57	2.00	19017.44
252	26424.32	3498.80	0.50	29923.62
259	17887.69	632.81	0.0	18520.50
266	7942.72	75.24	14.48	8032.44
273	76414.66	718.25	6.60	77139.51
274	160203.04	1.16	177.75	160381.95
TOTAL	4557307.43	110571.91	19601.72	4687481.06

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
116854.04	2835.18	502.61	120191.82

NAB CORONADO ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	1521.54	[illegible]	0.0	1552.71
14	291.26	[illegible]	0.0	324.42
21	18249.64	[illegible]	[illegible]	18378.03
28	95.37	[illegible]	0.0	124.08
35	807.03	[illegible]	0.06	850.25
42	221.61	[illegible]	0.0	289.69
49	420.89	[illegible]	0.0	433.97
56	2386.88	[illegible]	0.10	2437.97
63	538.60	[illegible]	2.75	580.83
70	6122.17	[illegible]	0.05	6123.99
77	3973.83	[illegible]	0.0	4044.21
84	17179.91	[illegible]	0.0	17182.88
91	530.82	[illegible]	0.28	563.73
98	401.53	[illegible]	0.0	462.35
105	663.53	[illegible]	25.56	689.69
112	30278.02	[illegible]	0.84	30280.68
119	3058.23	[illegible]	0.02	3212.81
126	221.32	[illegible]	0.0	248.10
133	1927.37	[illegible]	0.0	1981.30
140	7604.38	[illegible]	0.0	7685.27
147	13184.95	[illegible]	0.67	13185.62
154	1561.46	[illegible]	0.0	2142.25
161	2211.05	[illegible]	0.0	2266.58
168	369.07	[illegible]	8.34	1018.59
175	213.51	[illegible]	0.0	269.31
182	6273.53	[illegible]	22.05	6367.72
189	2915.78	[illegible]	0.0	3239.93
196	2063.03	[illegible]	0.35	2066.66
203	23992.19	[illegible]	2.00	24035.07
210	1032.65	[illegible]	23.43	1066.97
217	979.89	[illegible]	17.50	1008.51
224	2788.87	[illegible]	0.21	2849.33
231	627.84	[illegible]	0.0	654.36
238	144.47	[illegible]	0.0	160.97
245	486.89	[illegible]	0.07	488.47
252	981.75	[illegible]	0.04	1070.75
259	496.12	[illegible]	0.0	563.76
266	216.04	[illegible]	0.53	220.33
273	2645.61	[illegible]	0.44	2659.58
274	6012.81	[illegible]	18.41	6031.28
TOTAL	165692.09	[illegible]	124.70	168815.65

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	EA BLK	OTHER EA	TOTAL
4248.52	76.89	3.20	4328.61

ZONE 3
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	142.	1671.	80.	0.	1893.
14	250.	2643.	159.	3.	3055.
21	271.	1797.	50.	2.	2120.
28	213.	1872.	50.	2.	2137.
35	212.	1490.	53.	1.	1756.
42	295.	1030.	27.	1.	1353.
49	199.	1521.	35.	0.	1755.
56	145.	2057.	63.	10.	2275.
63	171.	1838.	56.	3.	2118.
70	411.	1146.	49.	1.	1607.
77	286.	1677.	73.	1.	2037.
84	145.	1629.	63.	3.	1840.
91	175.	1240.	90.	2.	1507.
98	406.	1579.	41.	7.	2033.
105	459.	3160.	145.	2.	3766.
112	241.	1941.	44.	0.	2226.
119	217.	1438.	42.	0.	1697.
126	317.	1352.	33.	0.	1702.
133	277.	1657.	53.	0.	1987.
140	162.	1486.	74.	1.	1723.
147	147.	1313.	74.	0.	1534.
154	140.	1482.	126.	0.	1748.
161	276.	1292.	105.	0.	1673.
168	211.	1845.	206.	0.	2262.
175	171.	1162.	108.	1.	1442.
182	418.	1404.	156.	0.	1978.
189	145.	1556.	147.	2.	1850.
196	272.	2349.	234.	1.	2856.
203	160.	1735.	141.	15.	2051.
210	135.	1647.	116.	2.	1900.
217	367.	1534.	74.	1.	1976.
224	141.	1358.	107.	0.	1606.
231	147.	1584.	103.	0.	1834.
238	127.	1253.	80.	3.	1463.
245	352.	1244.	64.	1.	1661.
252	184.	2156.	133.	1.	2474.
259	132.	1713.	80.	7.	1932.
266	315.	1628.	94.	4.	2041.
273	195.	2268.	186.	9.	2658.
274	42.	696.	35.	0.	773.
TOTAL	9071.	65493.	3649.	86.	78299.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
232.59	1679.31	93.56	2.21	2007.67

ZONE 9
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	934.	55.	1.	990.
14	625.	98.	0.	723.
21	1604.	50.	0.	1654.
28	1758.	85.	1.	1844.
35	2347.	54.	4.	2405.
42	1863.	58.	1.	1922.
49	1571.	34.	0.	1605.
56	1246.	41.	2.	1289.
63	1380.	58.	13.	1951.
70	1592.	27.	0.	1619.
77	1652.	79.	1.	1732.
84	1390.	59.	1.	1450.
91	1564.	90.	1.	1655.
98	1460.	51.	1.	1512.
105	1248.	36.	10.	1294.
112	1964.	37.	2.	2003.
119	2040.	64.	0.	2104.
126	2382.	33.	0.	2415.
133	1498.	103.	0.	1601.
140	1661.	70.	0.	1731.
147	1849.	109.	0.	1958.
154	1509.	99.	0.	1608.
161	1154.	119.	2.	1275.
168	1495.	167.	0.	1662.
175	1237.	172.	0.	1409.
182	2139.	113.	0.	2252.
189	958.	160.	0.	1118.
196	1671.	206.	3.	1880.
203	1353.	139.	0.	1492.
210	1837.	151.	15.	2003.
217	2073.	87.	0.	2160.
224	1846.	76.	1.	1923.
231	1523.	85.	0.	1608.
238	1498.	107.	1.	1606.
245	1248.	43.	1.	1292.
252	1523.	100.	3.	1626.
259	1294.	130.	0.	1424.
266	2193.	94.	1.	2288.
273	1831.	192.	0.	2023.
274	385.	6.	0.	391.
TOTAL	62895.	3537.	65.	66497.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
1612.69	90.69	1.67	1705.05

ZLNE 9
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	20529.96	270.08	3.50	20803.54
14	50414.23	4706.36	C.C	55120.59
21	76587.03	1678.87	0.0	78265.90
28	29146.70	2935.32	2.50	32084.52
35	48247.52	1214d.58	4.52	60441.02
42	26d91.46	1311.72	174.50	28377.68
49	28J0d.72	56.64	C.C	28127.36
56	37425.31	736.16	69.75	38231.22
63	2891?.65	913.49	77.59	29908.77
70	110393.89	1741.39	C.C	112135.22
77	77297.13	635.72	C.80	77936.65
84	10676d.84	644.61	392.00	109782.45
91	28923.60	7492.15	84.66	36500.41
98	26321.68	2678.50	0.0	29000.18
105	44516.29	10876.44	654.27	56046.80
112	70605.05	1465.14	988.00	72662.79
119	43427.38	1010.83	0.0	44438.21
126	49117.84	596.36	C.C	49716.20
133	56110.04	4124.73	C.0	60234.77
140	53470.97	4590.11	0.0	58061.08
147	32189.88	9269.56	C.0	41459.43
154	24777.01	9450.35	0.C	34227.36
161	21576.13	906.62	330.00	22814.75
168	17460.79	12041.39	C.C	29502.18
175	31919.14	18893.95	0.0	50813.09
182	53687.19	7613.02	C.C	61360.21
189	38868.56	58209.36	0.0	97077.92
196	245831.32	36197.55	11.10	282047.37
203	29315.48	1741.32	C.C	31042.80
210	60202.39	10953.79	245.64	71241.82
217	35926.94	2763.86	C.C	38690.80
224	42786.86	4986.21	1.00	47773.07
231	35918.56	1957.88	0.0	37876.44
238	36877.05	4836.44	C.60	41714.33
245	24443.07	1723.17	C.0	26676.84
252	66714.17	5165.58	559.10	72498.85
259	20809.00	1909.00	C.0	22718.00
266	21326.81	13699.53	C.0	34995.34
273	21941.07	7191.22	C.C	29132.29
274	8929.94	4.07	C.0	8934.01
TOTAL	1687230.07	2700C2.46	3239.73	2160472.26

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
48390.51	6923.14	83.07	55396.72

CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	1415.50	9.45	0.50	1425.45
14	3607.39	261.28	0.0	3868.67
21	4415.67	94.59	0.0	4510.27
28	1846.08	144.21	0.09	1990.39
35	3138.34	305.51	0.18	3444.03
42	1661.28	143.33	3.55	1808.16
49	2713.49	14.15	0.0	2732.68
56	1299.51	45.14	0.74	1345.38
63	1883.21	69.52	0.63	1953.35
70	5889.18	52.42	0.0	5941.60
77	5257.33	23.58	0.06	5280.96
84	5686.34	21.10	2.08	5709.52
91	3444.58	311.86	0.50	3756.94
98	2178.17	148.53	0.0	2326.70
105	1698.28	199.10	22.10	1920.48
112	3912.28	43.90	2.68	3958.87
119	3166.50	16.72	0.0	3185.22
126	3766.98	35.67	0.0	3802.65
133	3462.93	353.60	0.0	3816.54
140	2802.74	1252.03	0.0	4055.77
147	2597.64	296.12	0.0	2893.76
154	1086.40	644.71	0.0	1731.11
161	1025.91	44.63	9.96	1080.50
168	1093.60	591.68	0.0	1685.28
175	1898.72	577.28	0.0	2476.00
182	3607.06	642.60	0.0	4249.66
189	1781.25	4650.09	0.0	6431.33
196	35419.04	2714.04	0.15	38133.23
203	2079.51	142.40	0.0	2221.91
210	4131.77	646.78	11.68	4790.23
217	2472.46	180.25	0.0	2652.71
224	2507.56	228.82	0.07	2736.46
231	2367.97	101.54	0.0	2469.51
238	2083.12	171.63	0.01	2254.75
245	1626.08	133.93	0.0	1760.01
252	3131.75	214.45	11.23	3357.57
259	1615.98	127.93	0.0	1743.91
266	1700.44	406.94	0.0	2107.37
273	1223.29	252.95	0.0	1476.24
274	371.66	0.22	0.0	371.89
TOTAL	136581.98	16389.14	66.33	153037.45

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
3502.10	420.23	1.70	3924.04

CAMP PENDLETON ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	17.	121.	0.	1.	139.
14	137.	292.	8.	8.	445.
21	60.	143.	1.	5.	209.
28	99.	342.	3.	3.	447.
35	113.	164.	1.	8.	286.
42	93.	232.	4.	5.	334.
49	106.	287.	4.	4.	401.
56	47.	123.	1.	1.	172.
63	123.	311.	7.	9.	450.
70	106.	229.	1.	5.	341.
77	100.	234.	3.	1.	338.
84	95.	99.	12.	1.	207.
91	92.	211.	3.	3.	309.
98	102.	265.	5.	2.	374.
105	86.	209.	6.	9.	310.
112	113.	327.	3.	5.	448.
119	63.	252.	4.	4.	323.
126	70.	164.	1.	1.	236.
133	97.	282.	3.	6.	388.
140	92.	246.	12.	24.	374.
147	67.	145.	37.	1.	240.
154	71.	159.	38.	15.	283.
161	76.	156.	33.	3.	268.
168	63.	179.	60.	2.	304.
175	74.	135.	36.	2.	247.
182	93.	236.	33.	2.	369.
189	95.	270.	5.	0.	370.
196	133.	385.	2.	6.	526.
203	36.	153.	0.	1.	190.
210	90.	272.	8.	3.	373.
217	115.	305.	6.	3.	429.
224	94.	135.	2.	1.	232.
231	112.	272.	2.	5.	391.
238	85.	197.	9.	0.	291.
245	50.	92.	0.	1.	143.
252	42.	236.	3.	2.	283.
259	29.	162.	0.	2.	193.
266	152.	375.	4.	2.	533.
273	33.	116.	5.	0.	154.
274	5.	12.	0.	0.	17.
TOTAL	3321.	8525.	365.	156.	12367.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
85.15	218.59	9.36	4.00	317.10

CAMP PENDLETON ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	142.	0.	2.	144.
14	121.	6.	4.	131.
21	213.	2.	4.	219.
28	215.	4.	4.	223.
35	222.	1.	0.	223.
42	244.	2.	5.	251.
49	169.	3.	3.	175.
56	258.	3.	4.	265.
63	288.	3.	9.	300.
70	152.	4.	7.	163.
77	246.	2.	3.	251.
84	242.	5.	2.	249.
91	226.	10.	2.	238.
98	130.	4.	2.	136.
105	295.	2.	4.	301.
112	164.	0.	7.	171.
119	257.	8.	7.	272.
126	312.	2.	7.	321.
133	207.	0.	2.	209.
140	189.	6.	4.	199.
147	254.	41.	23.	318.
154	249.	38.	1.	288.
161	137.	29.	17.	183.
168	139.	62.	3.	204.
175	160.	42.	3.	205.
182	189.	32.	0.	221.
189	121.	7.	2.	130.
196	406.	3.	1.	410.
203	162.	1.	2.	165.
210	332.	2.	2.	336.
217	277.	8.	5.	290.
224	215.	6.	4.	225.
231	277.	1.	1.	279.
238	191.	5.	2.	198.
245	235.	7.	3.	245.
252	107.	1.	3.	111.
259	163.	2.	1.	166.
266	201.	3.	3.	207.
273	265.	5.	0.	270.
274	99.	0.	0.	99.
TOTAL	8471.	362.	158.	8991.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
217.21	9.28	4.05	230.54

CAMP PENDLETON ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	12359.84	0.0	0.0	12359.84
14	8983.42	119.43	5.55	9108.80
21	15056.85	9.24	0.30	15066.39
28	11374.58	120.08	7.18	11501.84
35	15938.53	138.00	0.0	16076.53
42	20404.16	0.08	32.06	20436.30
49	9142.73	110.75	27.11	9280.59
56	18882.99	200.50	0.0	19083.49
63	12284.13	6.70	0.50	12291.33
70	3732.09	3530.00	29.97	7298.06
77	24175.65	3059.16	0.20	27235.01
84	14735.44	79.98	16.56	14832.38
91	14673.96	79.52	0.0	14753.48
98	8490.28	55.24	10.00	8555.52
105	14543.21	24.68	6.90	14574.79
112	12888.78	0.0	147.60	13036.38
119	15905.42	105.26	31.72	16042.40
126	15964.75	372.42	4.10	16341.27
133	12810.07	0.0	0.0	12810.37
140	16643.07	127.30	10.86	16781.23
147	20708.61	1750.62	37.42	22536.65
154	11146.46	1471.41	0.0	12617.81
161	6471.31	1640.06	5.47	8176.84
168	9126.03	3129.22	0.0	12255.25
175	12837.72	2856.80	0.86	15694.38
182	9665.55	1437.36	0.0	11102.91
189	7355.54	346.66	1.12	7713.34
196	23975.84	331.28	6.78	24307.90
203	16537.96	0.0	0.0	16587.96
210	18470.02	641.10	0.32	19111.44
217	8683.88	275.04	8.04	8966.96
224	10070.16	21.00	0.0	10091.16
231	14547.49	15.00	0.0	14562.49
238	11993.53	30.04	0.13	12029.70
245	15057.47	24.60	4.50	15086.57
252	11014.91	3.64	13.80	11032.35
259	8864.28	9.08	0.0	8870.36
266	10584.37	0.0	4.66	10589.03
273	16763.18	440.52	0.0	17205.70
274	2186.54	0.0	0.0	2186.54
TOTAL	525160.74	22621.99	412.51	548195.24

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	EA BLK	OTHER EA	TOTAL
13465.66	580.05	10.58	14056.29

CAMP PENDLETON ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	773.03	0.0	0.0	773.03
14	419.46	0.61	0.32	421.39
21	997.38	1.59	0.00	998.17
28	516.56	4.51	0.41	521.48
35	846.57	5.18	0.0	851.76
42	1463.80	0.00	3.17	1466.98
49	376.06	2.72	0.10	378.88
56	950.38	6.48	0.0	956.86
63	735.93	0.25	0.03	736.21
70	369.06	92.68	1.26	463.01
77	1153.33	104.71	0.02	1258.06
84	751.46	4.67	0.65	756.78
91	849.80	4.15	0.0	853.95
98	475.16	2.39	2.22	479.77
105	677.83	0.98	0.35	679.16
112	1062.60	0.0	1.90	1064.50
119	653.41	4.12	3.12	660.65
126	1112.49	12.01	0.22	1124.72
133	669.31	0.0	0.0	669.31
140	749.38	1.31	1.11	751.81
147	943.09	44.32	2.09	989.51
154	570.72	41.62	0.0	612.34
161	401.23	62.10	0.43	463.76
168	1022.72	88.32	0.0	1111.04
175	723.07	76.54	0.06	799.67
182	751.69	38.53	0.0	790.23
189	444.66	10.74	0.09	455.49
196	1273.40	21.54	0.01	1294.95
203	835.03	0.0	0.0	835.03
210	1219.30	16.05	0.00	1235.36
217	553.60	12.09	0.30	566.00
224	643.94	1.32	0.0	645.26
231	857.21	0.14	0.0	857.35
238	709.14	0.81	0.01	709.95
245	859.13	0.60	0.27	860.01
252	633.95	0.10	0.86	634.90
259	487.48	0.86	0.0	488.34
266	790.00	0.0	0.46	790.46
273	1041.87	9.52	0.0	1051.39
274	167.31	0.0	0.0	167.31
TOTAL	30532.28	612.46	19.49	31224.24

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	EA BLK	OTHER EA	TOTAL
782.88	17.24	0.50	800.62

LONG BEACH ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	REQUISITION STATUS INDICATED				TOTAL REQUISITIONS
	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	1069.	1280.	197.	31.	2577.
14	1353.	1802.	290.	66.	4016.
21	1441.	1690.	272.	128.	3731.
28	1938.	1996.	428.	66.	4428.
35	2111.	2074.	100.	43.	4328.
42	1445.	1947.	195.	49.	3636.
49	1576.	1645.	245.	43.	3509.
56	1023.	1629.	202.	50.	3504.
63	1292.	1715.	196.	71.	3274.
70	1959.	1886.	229.	84.	4158.
77	2480.	2476.	206.	88.	5250.
84	2481.	2256.	300.	139.	5176.
91	2097.	3209.	659.	248.	6213.
98	2859.	4772.	393.	117.	8141.
105	3972.	4173.	173.	54.	8372.
112	2398.	3518.	627.	96.	6639.
119	2773.	3531.	458.	89.	6851.
126	1268.	1748.	418.	92.	3526.
133	1633.	2029.	286.	124.	4072.
140	2983.	2707.	139.	65.	5894.
147	1482.	1496.	466.	70.	3514.
154	1583.	1855.	443.	119.	4000.
161	1950.	2505.	683.	156.	5294.
168	2658.	3071.	942.	208.	6879.
175	1286.	1584.	380.	211.	3461.
182	1930.	2496.	310.	182.	4918.
189	1488.	2084.	77.	82.	3731.
196	2772.	4674.	156.	158.	7760.
203	3790.	4603.	109.	129.	8631.
210	1781.	2677.	227.	85.	4770.
217	1605.	1730.	139.	140.	3614.
224	1779.	2118.	145.	120.	4162.
231	2338.	2703.	167.	145.	5353.
238	1596.	2030.	133.	66.	3825.
245	1039.	1473.	78.	69.	2659.
252	2819.	4264.	169.	97.	7349.
259	2447.	2807.	125.	94.	5473.
266	1782.	2339.	100.	222.	4443.
273	2005.	2788.	133.	78.	5004.
274	452.	467.	31.	49.	999.
TOTAL	79838.	98047.	11026.	4223.	193134.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
2047.13	2514.03	282.72	108.28	4952.15

LONG BEACH ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	1387.	93.	46.	1526.
14	1253.	353.	56.	1662.
21	1865.	165.	80.	2110.
28	1271.	163.	61.	1495.
35	1072.	406.	59.	1537.
42	3169.	134.	42.	3345.
49	4058.	273.	123.	4454.
56	1358.	200.	39.	2097.
63	1773.	224.	63.	2060.
70	1801.	251.	59.	2111.
77	2229.	126.	43.	2398.
84	3199.	402.	57.	3658.
91	2592.	545.	83.	3220.
98	2639.	383.	45.	3067.
105	2477.	62.	319.	2858.
112	2519.	76.	61.	2656.
119	2049.	902.	128.	3079.
126	2547.	285.	109.	2941.
133	2045.	436.	132.	2613.
140	1715.	154.	122.	1991.
147	1643.	310.	94.	2047.
154	1414.	612.	76.	2102.
161	4252.	357.	123.	4732.
168	4530.	944.	114.	5588.
175	4207.	861.	164.	5232.
182	4933.	364.	260.	5557.
189	2473.	150.	133.	2756.
196	2020.	136.	90.	2246.
203	2655.	37.	206.	2948.
210	2751.	108.	117.	2976.
217	2721.	227.	113.	3061.
224	1554.	170.	67.	1791.
231	3706.	165.	119.	3990.
238	4429.	204.	74.	4707.
245	2511.	119.	66.	2696.
252	2229.	80.	146.	2455.
259	1785.	94.	90.	1969.
266	2691.	132.	118.	2941.
273	2767.	172.	90.	3029.
274	484.	11.	13.	508.
TOTAL	89273.	10936.	4000.	114209.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
2545.46	280.41	102.56	2928.44

LONG BEACH ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	24103.53	2561.87	888.20	27553.60
14	64811.51	89491.07	451.50	855754.08
21	159966.86	42761.38	2201.38	204927.62
28	37352.13	9903.96	379.53	47635.62
35	47325.98	53318.71	291.21	101935.90
42	62755.45	22342.33	133.90	84931.68
49	71928.74	27917.04	207.09	100052.87
56	81804.03	132956.70	71.34	214864.07
63	46124.63	75135.03	161.87	121481.53
70	42450.87	30671.34	104.69	73126.90
77	69223.45	15103.20	390.31	84716.96
84	83764.20	135565.67	276.28	229610.15
91	77577.90	64423.61	444.80	142546.31
98	79126.52	35636.46	613.98	115346.96
105	72681.20	1150.66	2204.05	76035.91
112	64275.63	3547.30	1190.66	69013.59
119	53462.01	95452.74	764.63	149679.38
126	109374.16	22426.76	201.93	132004.85
133	61928.51	30257.19	547.83	92766.53
140	65208.01	15235.65	395.90	80843.56
147	113583.58	27356.98	612.19	141164.75
154	72532.70	64693.12	323.54	137549.36
161	97763.23	42227.79	515.36	140506.38
168	135850.02	104006.75	591.41	240448.18
175	158053.27	60172.58	1134.02	219664.87
182	122864.15	57422.09	1217.54	181504.18
189	158045.96	10249.10	661.23	169156.29
196	362233.87	11305.70	299.67	373839.24
203	83443.13	19007.80	5388.50	103805.43
210	139434.58	8820.49	581.40	148840.47
217	182251.03	4104.81	448.47	186804.31
224	84715.11	10138.86	680.76	95534.73
231	119308.07	6963.03	741.20	127012.30
238	115662.26	11424.98	169.05	127856.29
245	117454.28	7219.33	300.18	124973.79
252	105109.72	3260.44	2874.44	111354.60
259	202327.05	2840.20	260.55	205436.20
266	238391.00	222439.02	1083.53	461905.55
273	102964.12	6110.23	648.72	109723.07
274	22507.41	258.16	6.18	22766.75
TOTAL	4119638.86	2324015.13	31028.82	6474682.81

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

GAS	BA BLK	OTHER BA	TOTAL
105631.77	55590.13	795.81	166017.51

LONG BEACH ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

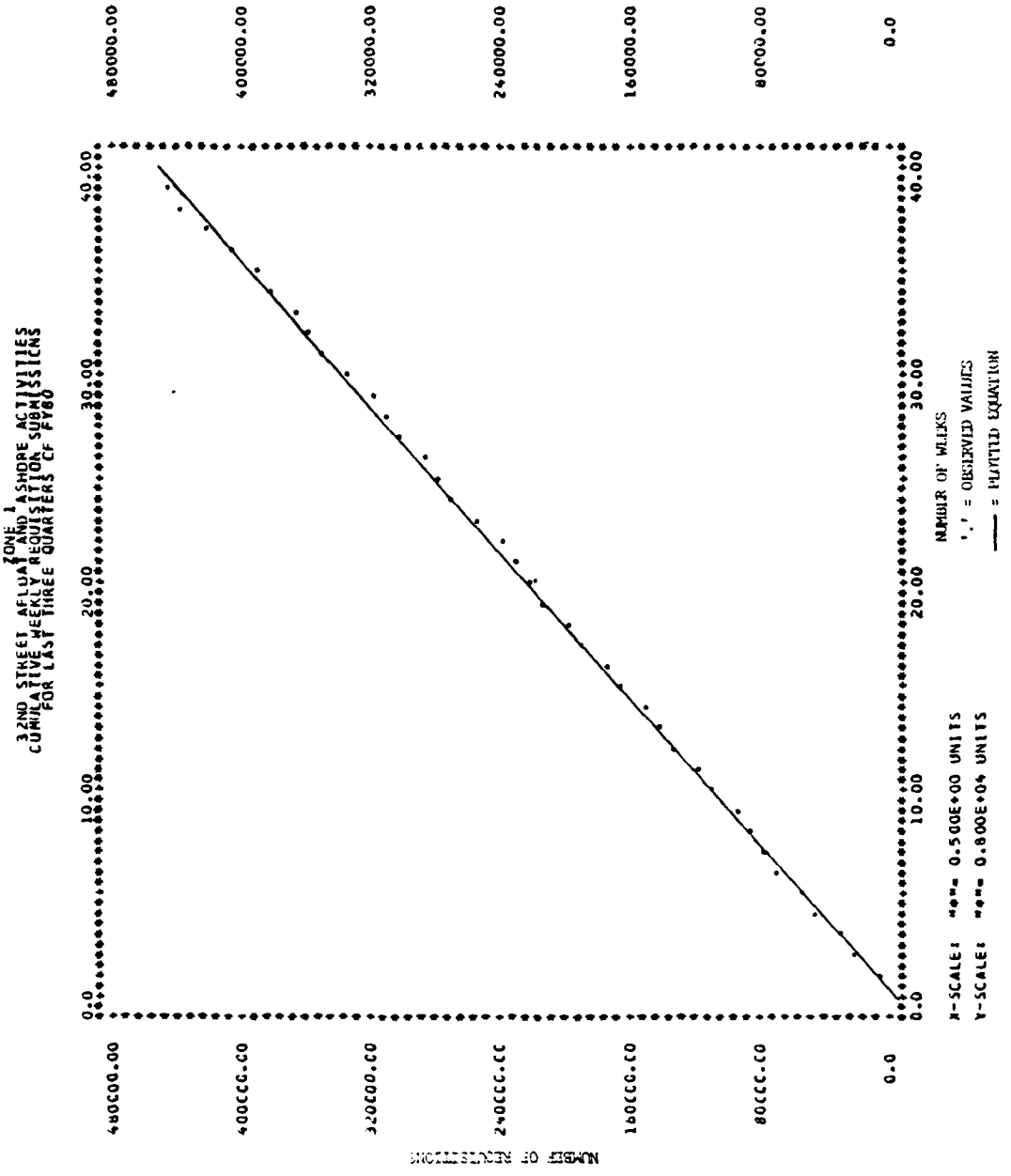
WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT			
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	1318.56	127.10	43.01	1468.67
14	2196.94	32696.86	26.89	35120.69
21	3775.16	1173.27	91.91	5040.34
28	1677.88	215.94	44.34	1898.16
35	1903.67	1836.85	14.61	3755.12
42	1924.94	561.14	9.71	2497.78
49	2535.03	941.68	11.20	3537.92
56	4156.83	5007.07	5.91	9169.81
63	1420.94	1711.66	11.03	3143.62
70	1954.45	918.54	5.64	2878.83
77	2306.04	418.49	33.57	2758.10
84	3453.20	3619.04	14.86	7087.10
91	3075.85	1887.99	35.79	4999.63
98	2670.38	1353.31	24.29	4048.98
105	2426.47	54.54	185.94	2704.34
112	1932.08	107.75	20.34	2060.17
119	2173.73	2618.41	50.52	4843.66
126	5114.95	816.63	12.29	5943.87
133	2495.45	830.76	16.60	3448.80
140	1942.20	254.63	21.96	2218.79
147	3492.47	707.62	12.75	4212.85
154	2048.83	1972.39	20.38	4041.60
161	4254.42	1160.65	26.29	5441.35
168	5498.22	2879.22	34.85	8412.29
175	4033.33	2186.47	61.53	6281.33
182	4609.48	1463.71	45.52	6148.71
189	6290.43	266.86	45.55	6602.55
196	14326.03	515.46	14.42	14856.90
203	2576.86	487.26	72.18	3136.29
210	4439.52	330.61	22.03	4796.17
217	5118.73	138.76	43.26	5300.75
224	3087.39	393.70	32.19	3513.29
231	3894.94	251.51	36.65	4183.10
238	3198.08	388.35	42.21	3628.64
245	3653.61	287.59	17.83	3959.02
252	2465.28	155.37	61.25	2681.89
259	5225.12	113.27	11.74	5350.12
266	7338.42	9010.83	55.03	16404.28
273	4340.55	256.14	31.49	4628.58
274	514.66	8.30	0.50	523.45
TOTAL	140821.51	80504.79	1369.25	222695.55

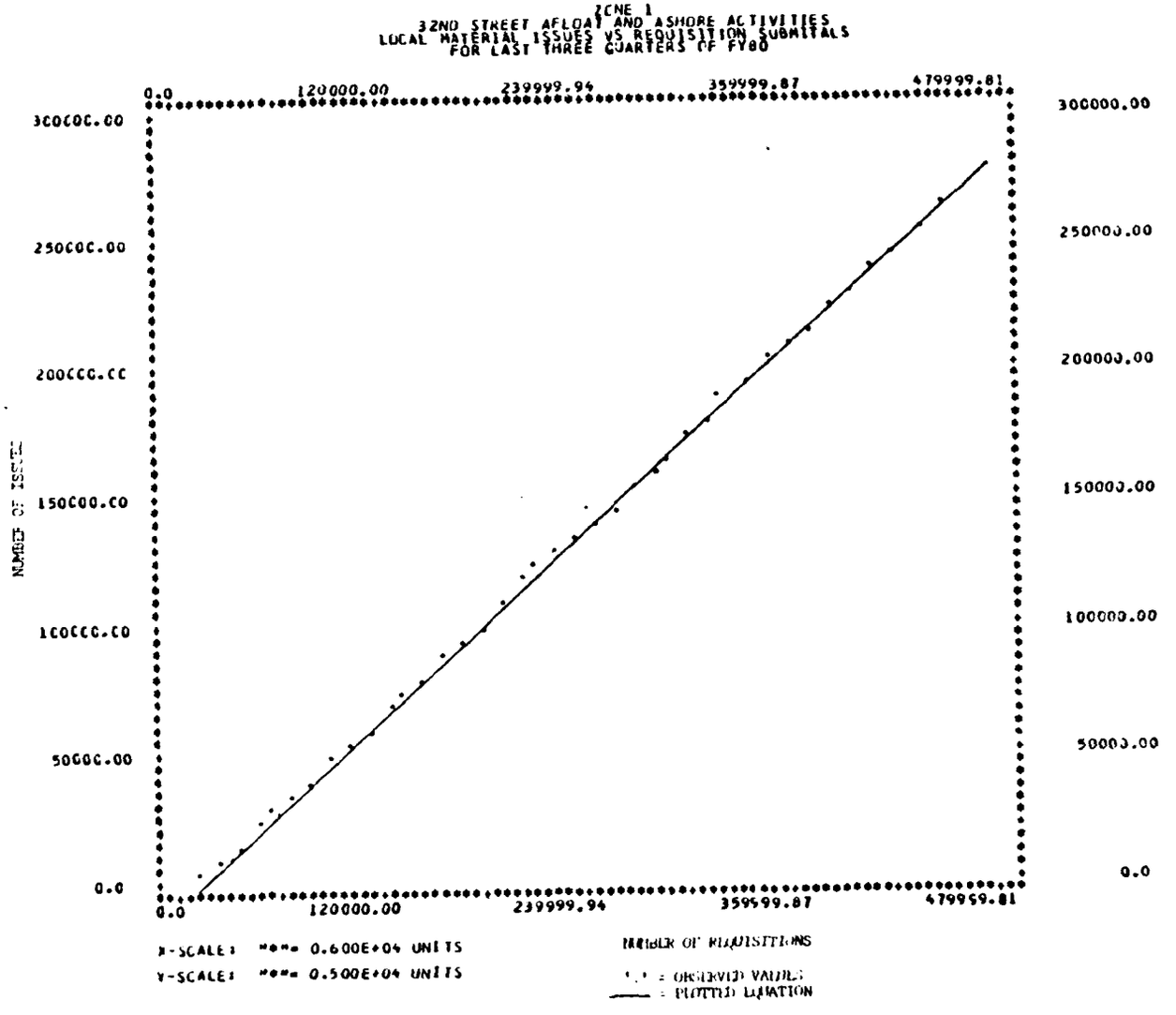
WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

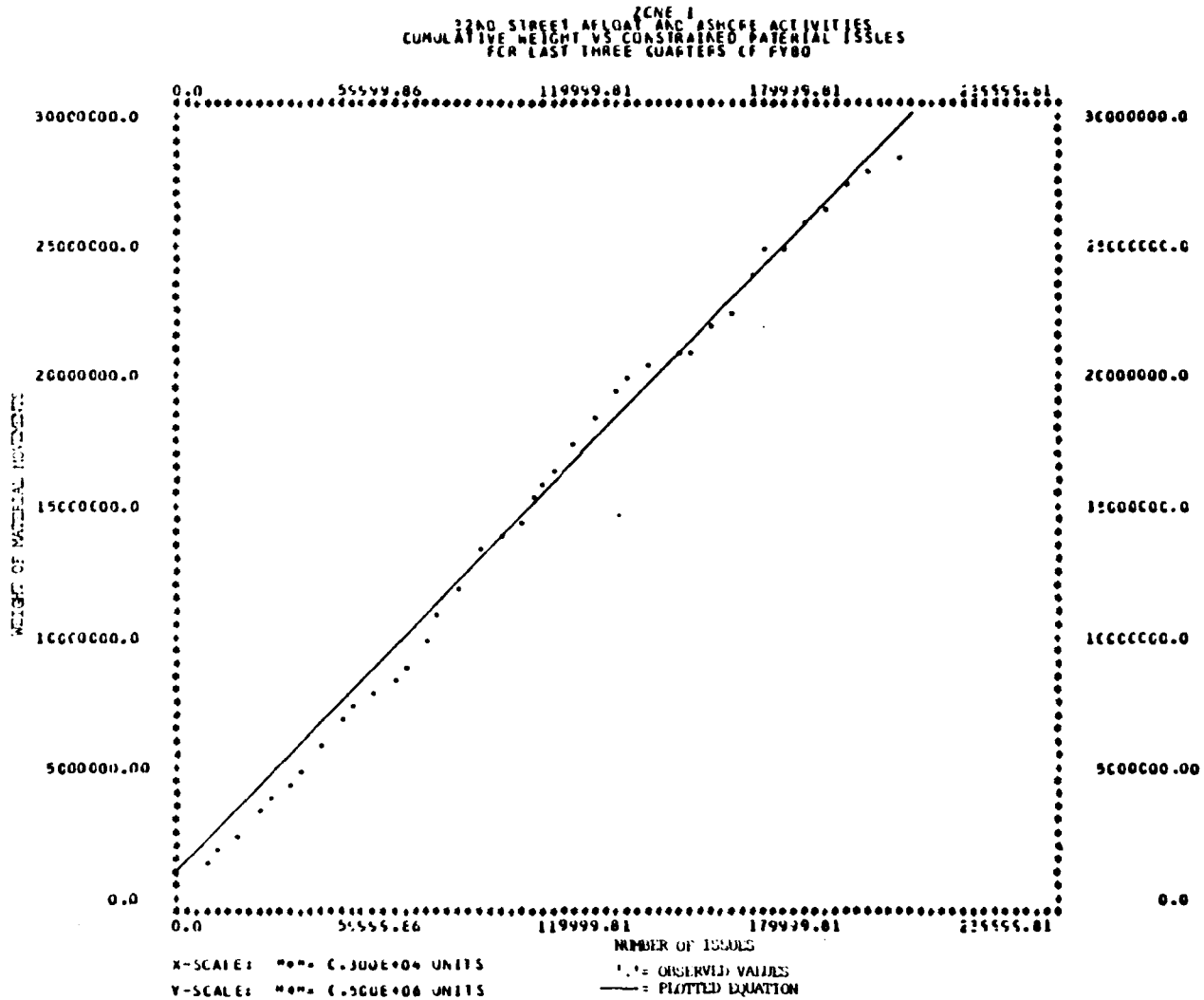
BA9	BA BLK	OTHER BA	TOTAL
3610.81	2064.33	35.11	5710.24

APPENDIX G

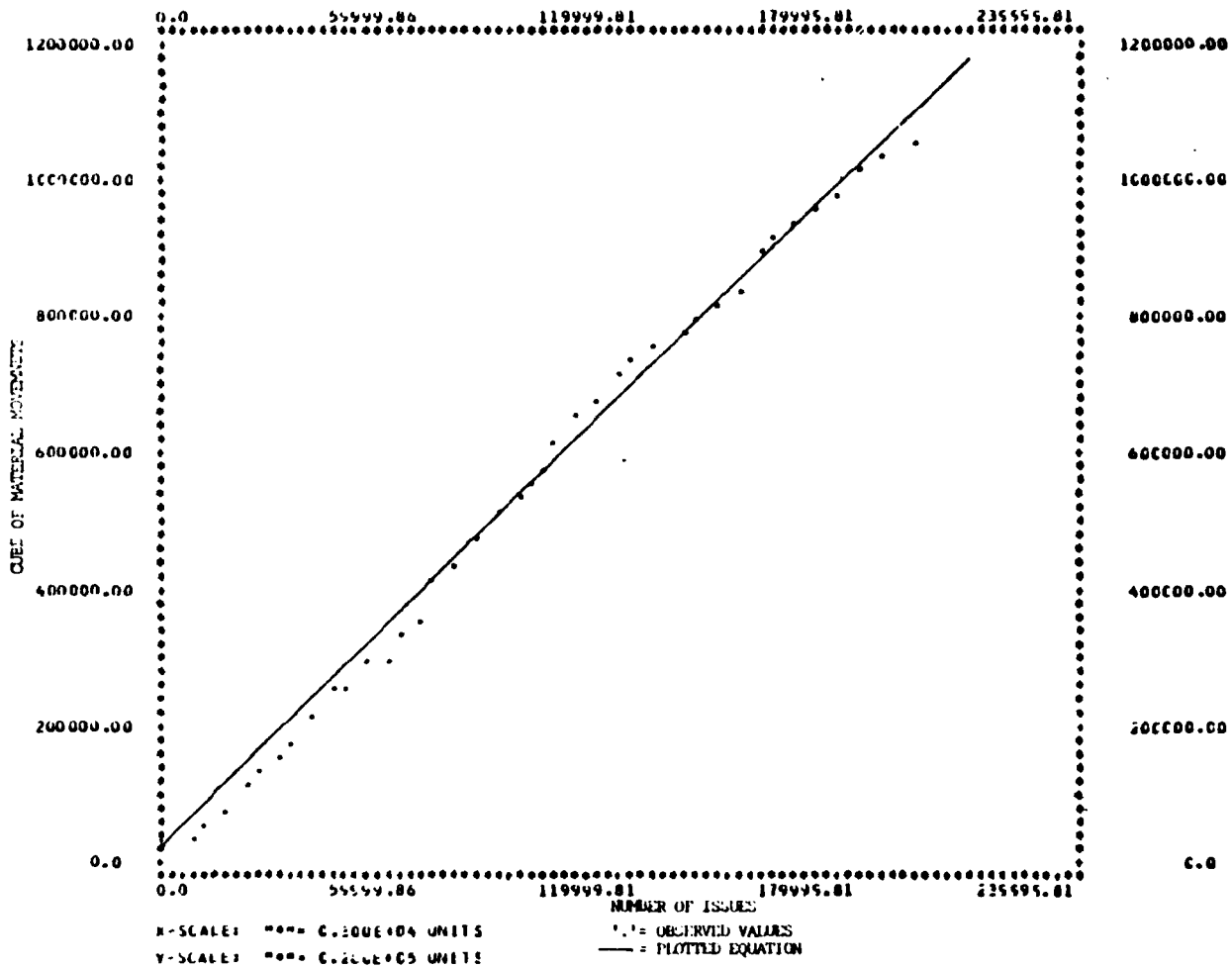
ZONE PLOTS OF DATA



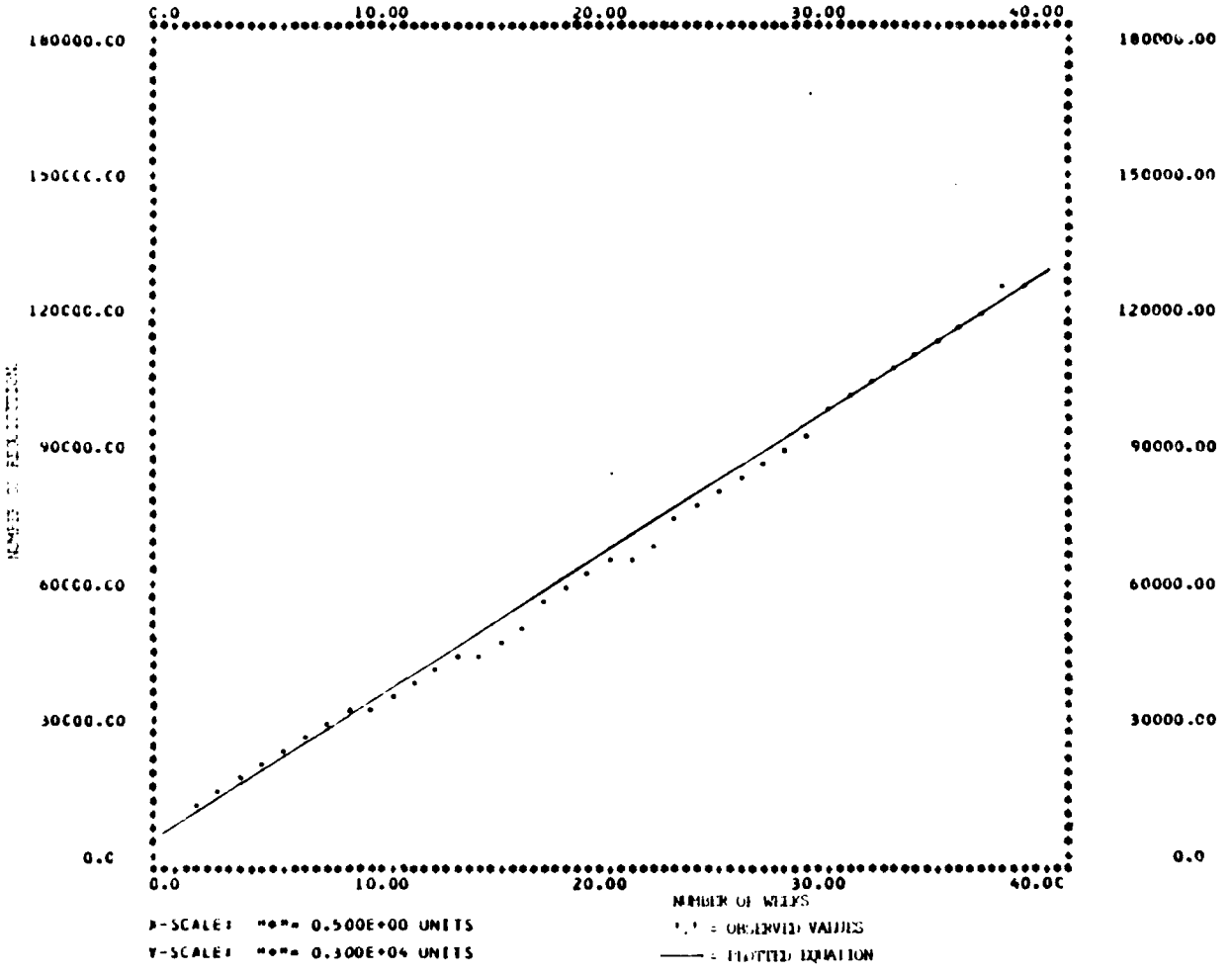

2CNE 1
32ND STREET AFLOAT AND ASHORE ACTIVITIES
LOCAL MATERIAL ISSUES VS REQUISITION SUBMITALS
FOR LAST THREE QUARTERS OF FY80
0.0
120000.00
239999.94
359999.87
479999.81
300000.00
250000.00
200000.00
150000.00
100000.00
50000.00
0.0
NUMBER OF ISSUES
X-SCALE: "*"= 0.600E+04 UNITS
Y-SCALE: "*"= 0.500E+04 UNITS
NUMBER OF REQUISITIONS
'.' = OBSERVED VALUES
—— = PLOTTED EQUATION

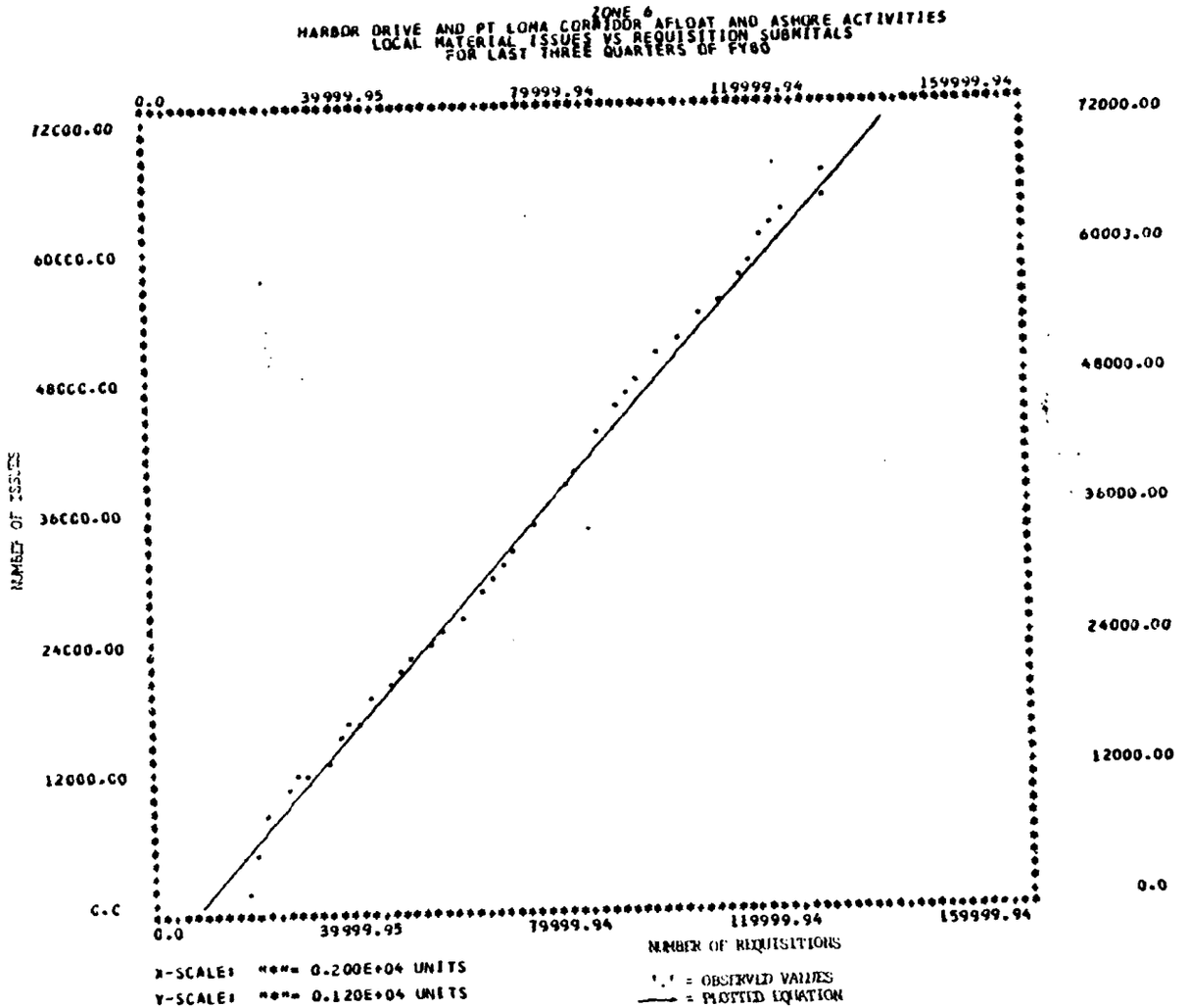

CNE 1
32ND STREET AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80
0.0
55599.86
119999.81
179999.81
239999.81
30000000.0
25000000.0
20000000.0
15000000.0
10000000.0
5000000.00
0.0
WEIGHT OF MATERIAL ISSUED
NUMBER OF ISSUES
X-SCALE: *** 0.300E+06 UNITS
Y-SCALE: *** 0.500E+08 UNITS
'.'= OBSERVED VALUES
——= PLOTTED EQUATION

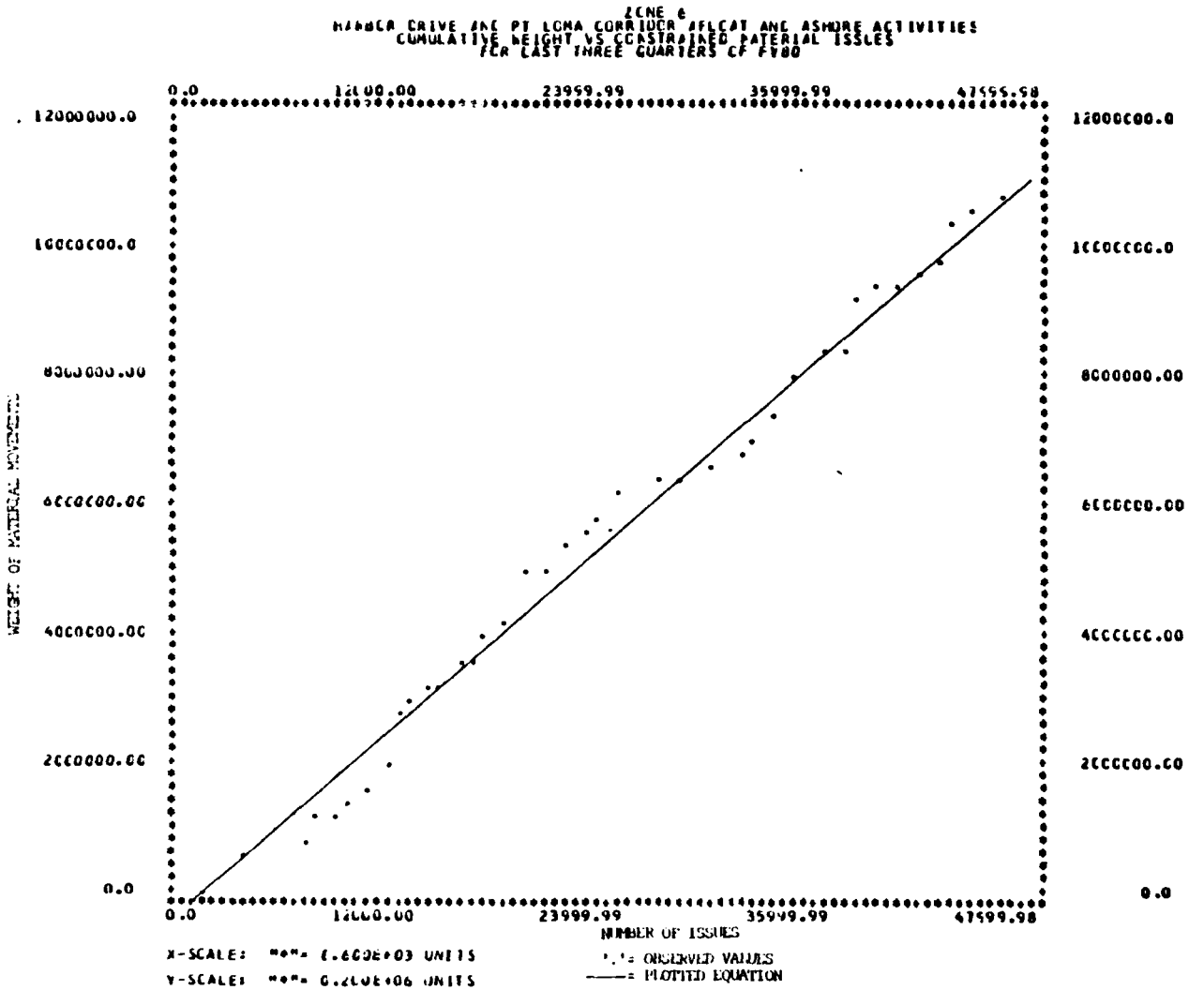
ZONE 1
32ND STREET AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80



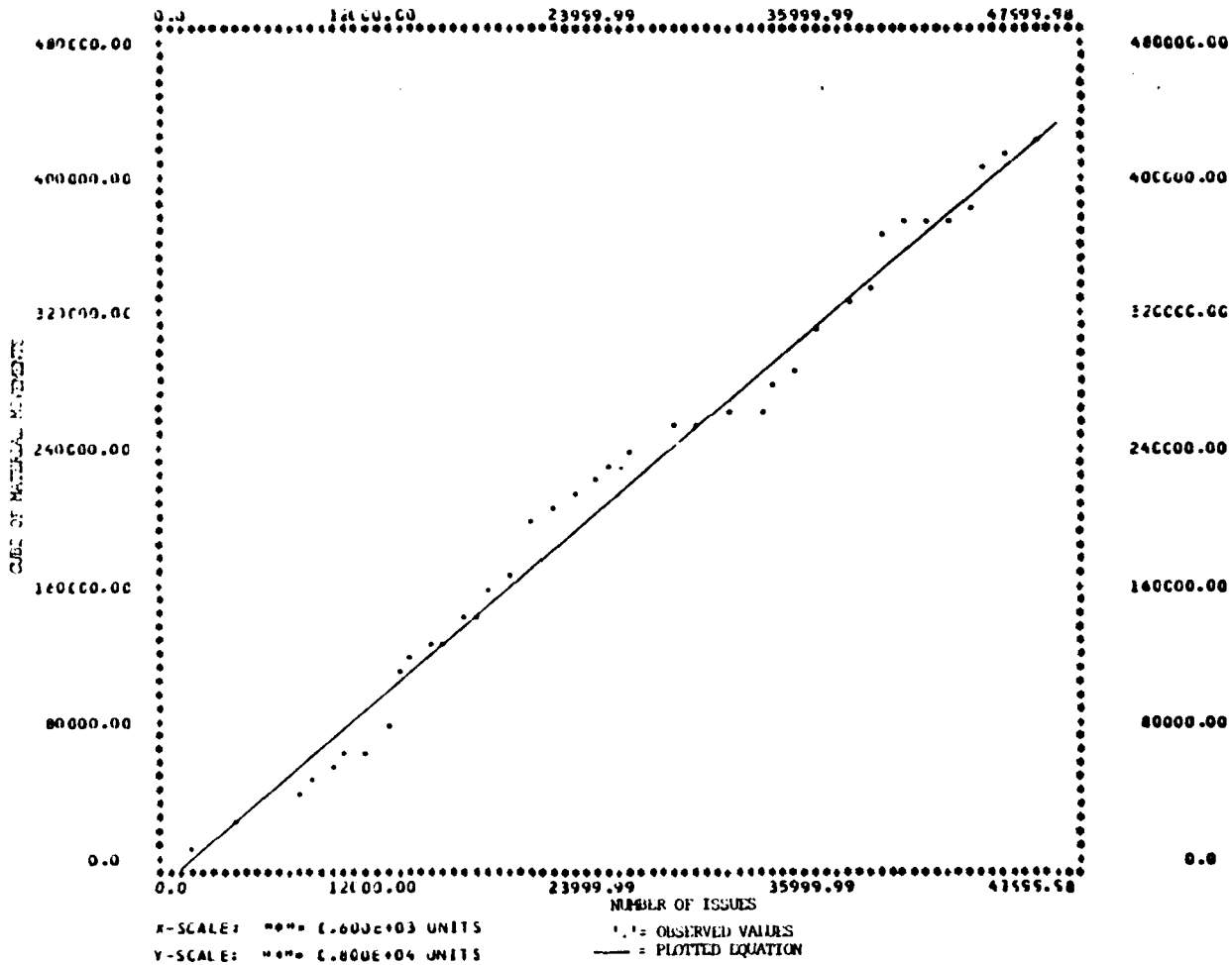
ZONE 6
HARBOR DRIVE AND PT LOMA CORRIDOR AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS OF FY80



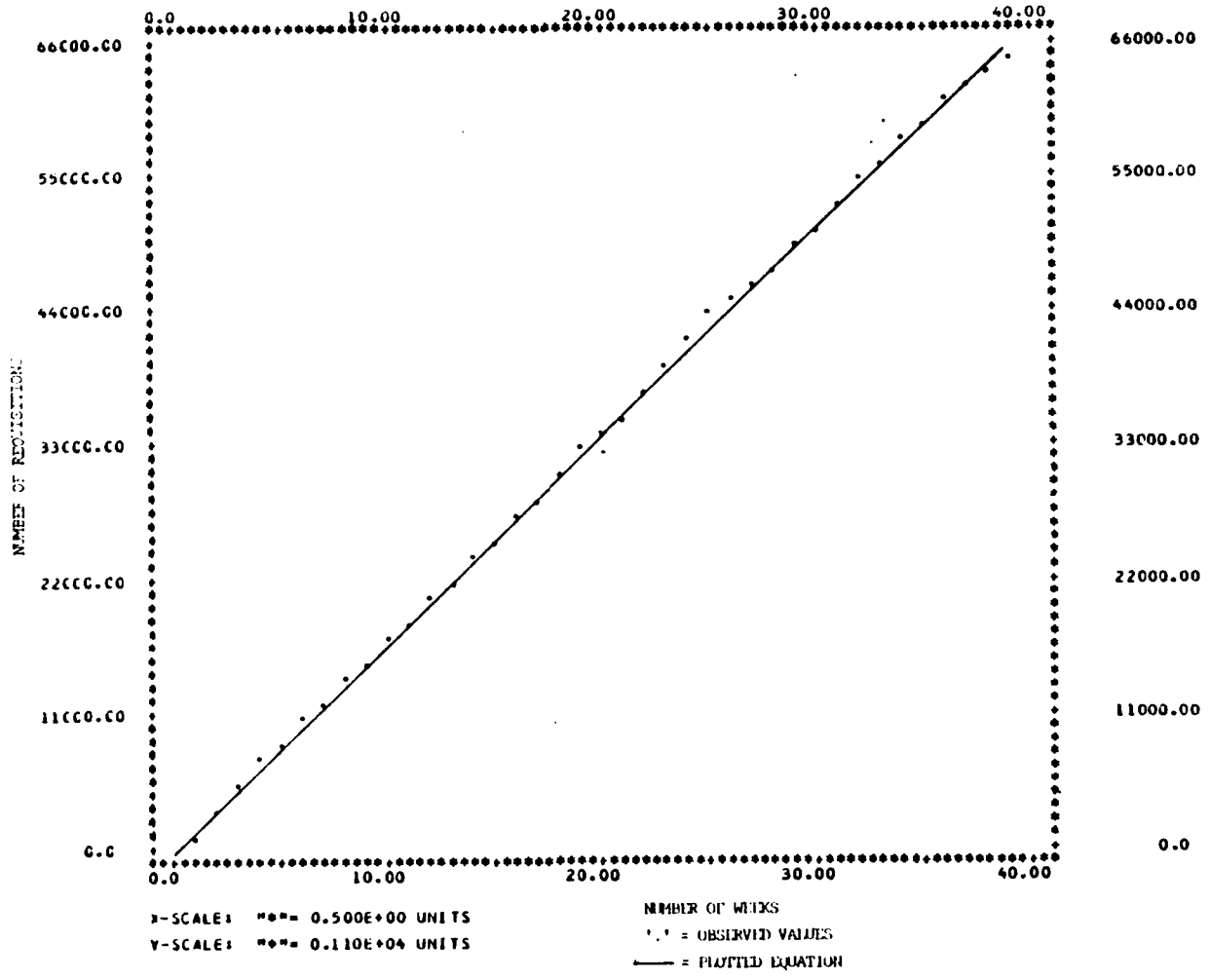

ZONE 6
HARBOR DRIVE AND PT LOMA CORRIDOR AFLOAT AND ASHORE ACTIVITIES
LOCAL MATERIAL ISSUES VS REQUISITION SUBMITALS
FOR LAST THREE QUARTERS OF FY80
0.0
39999.95
79999.94
119999.94
159999.94
72000.00
60000.00
48000.00
36000.00
24000.00
12000.00
0.0
12000.00
60000.00
48000.00
36000.00
24000.00
12000.00
0.0
NUMBER OF ISSUES
NUMBER OF REQUISITIONS
X-SCALE: "0"= 0.200E+04 UNITS
Y-SCALE: "0"= 0.120E+04 UNITS
'.' = OBSERVED VALUES
—— = PLOTTED EQUATION


ZONE 6
HARBOR DRIVE AND PT LOMA CORRIDOR AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80
0.0
12000000.0
8000000.00
4000000.00
2000000.00
0.0
WEIGHT OF MATERIAL MOVEMENT
0.0
12000.00
23999.99
35999.99
47599.98
NUMBER OF ISSUES
X-SCALE: "0"= 6.602E+03 UNITS
Y-SCALE: "0"= 6.2LUE+06 UNITS
'.'= OBSERVED VALUES
——= PLOTTED EQUATION

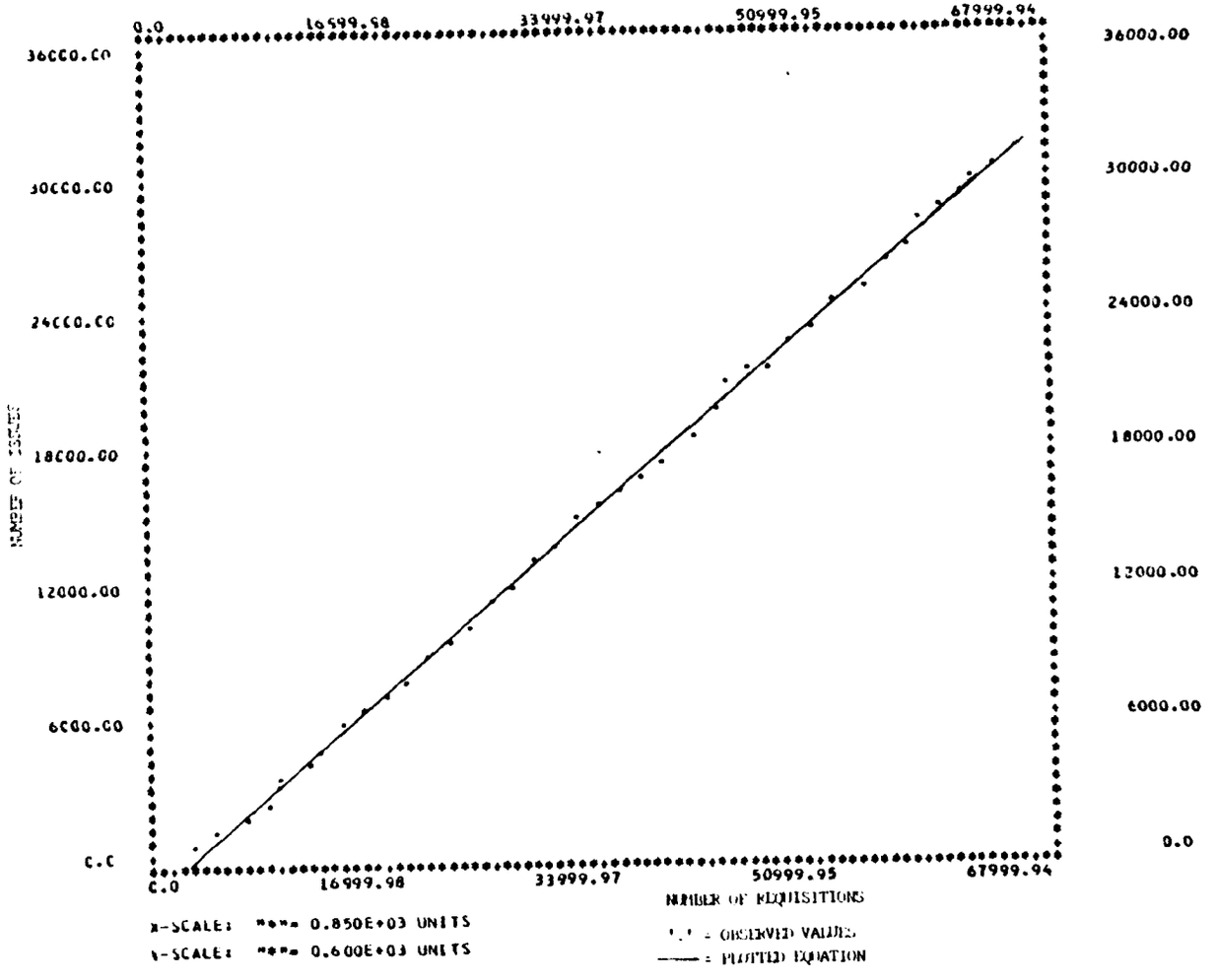
ZONE C
HARBOR DRIVE AND PT LOMA CORRIDOR AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80



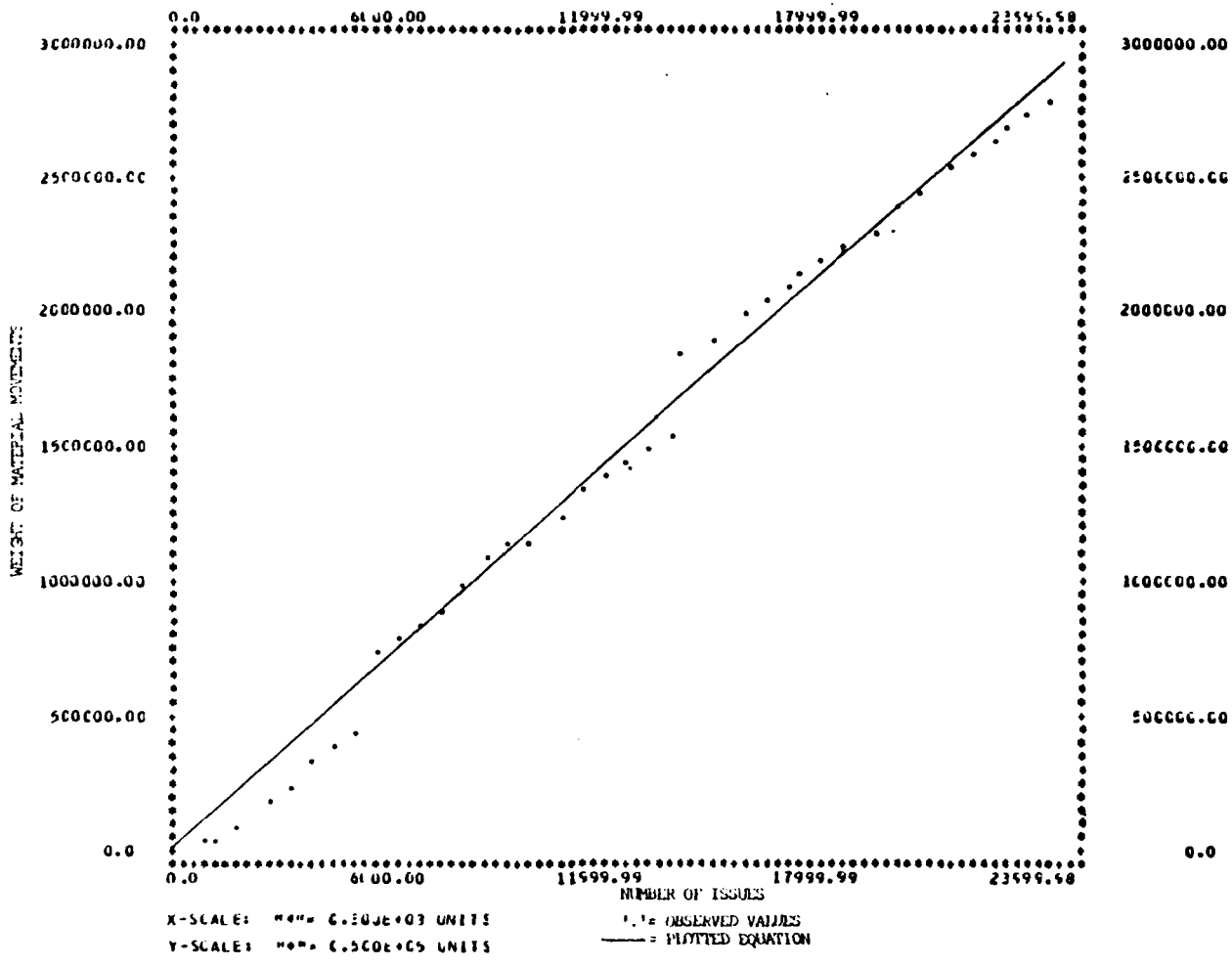
ZONE 7
NAS MIRAMAR, NRMC SAN DIEGO AND CENTRAL CORRIDOR ACTIVITIES
CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS OF FY80

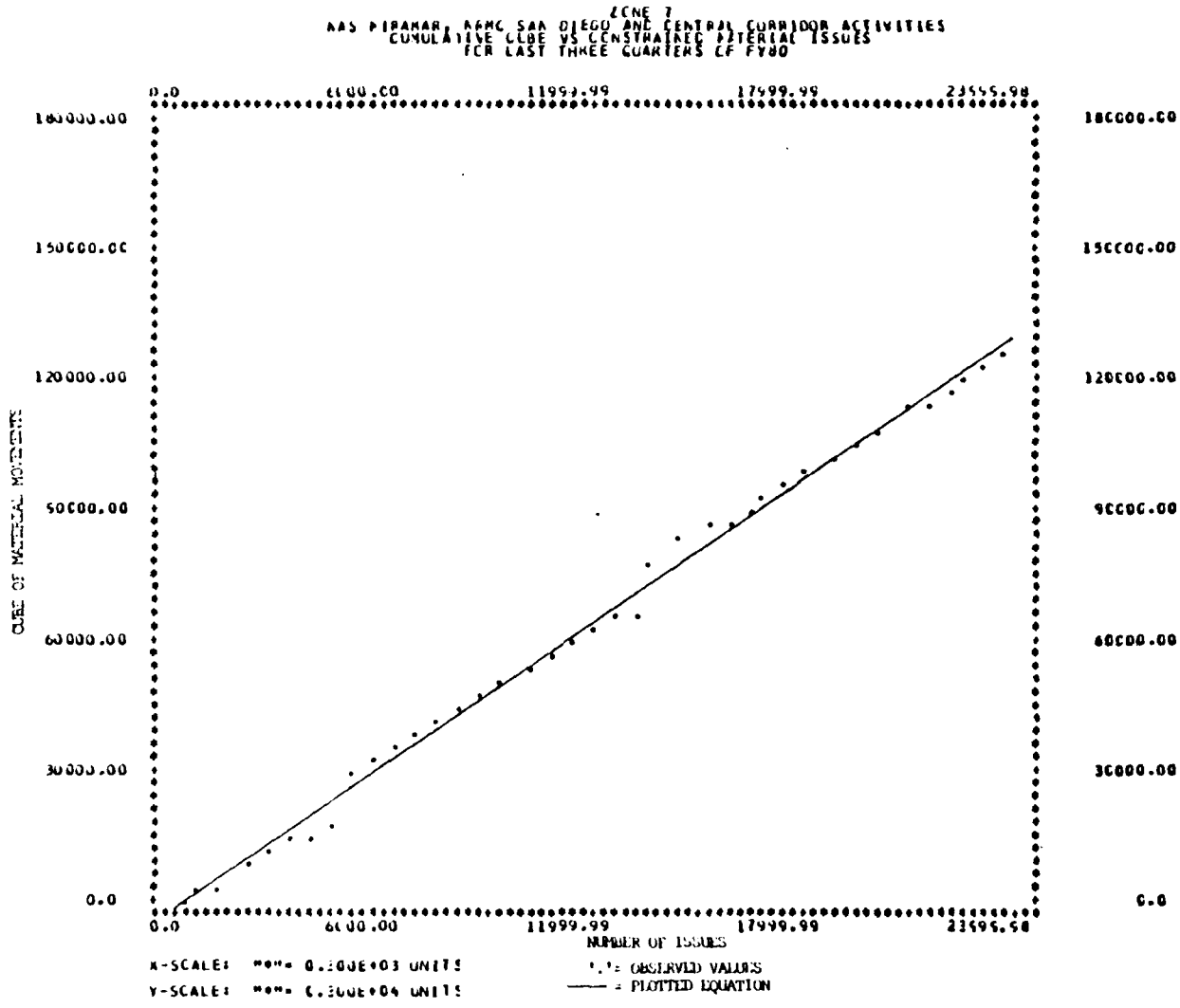


ZONE 7
NAS MIRAMAR, NRMC SAN DIEGO AND CENTRAL CORRIDOR ACTIVITIES
LOCAL MATERIAL ISSUES VS REQUISITION SUBMITALS
FOR LAST THREE QUARTERS OF FY80

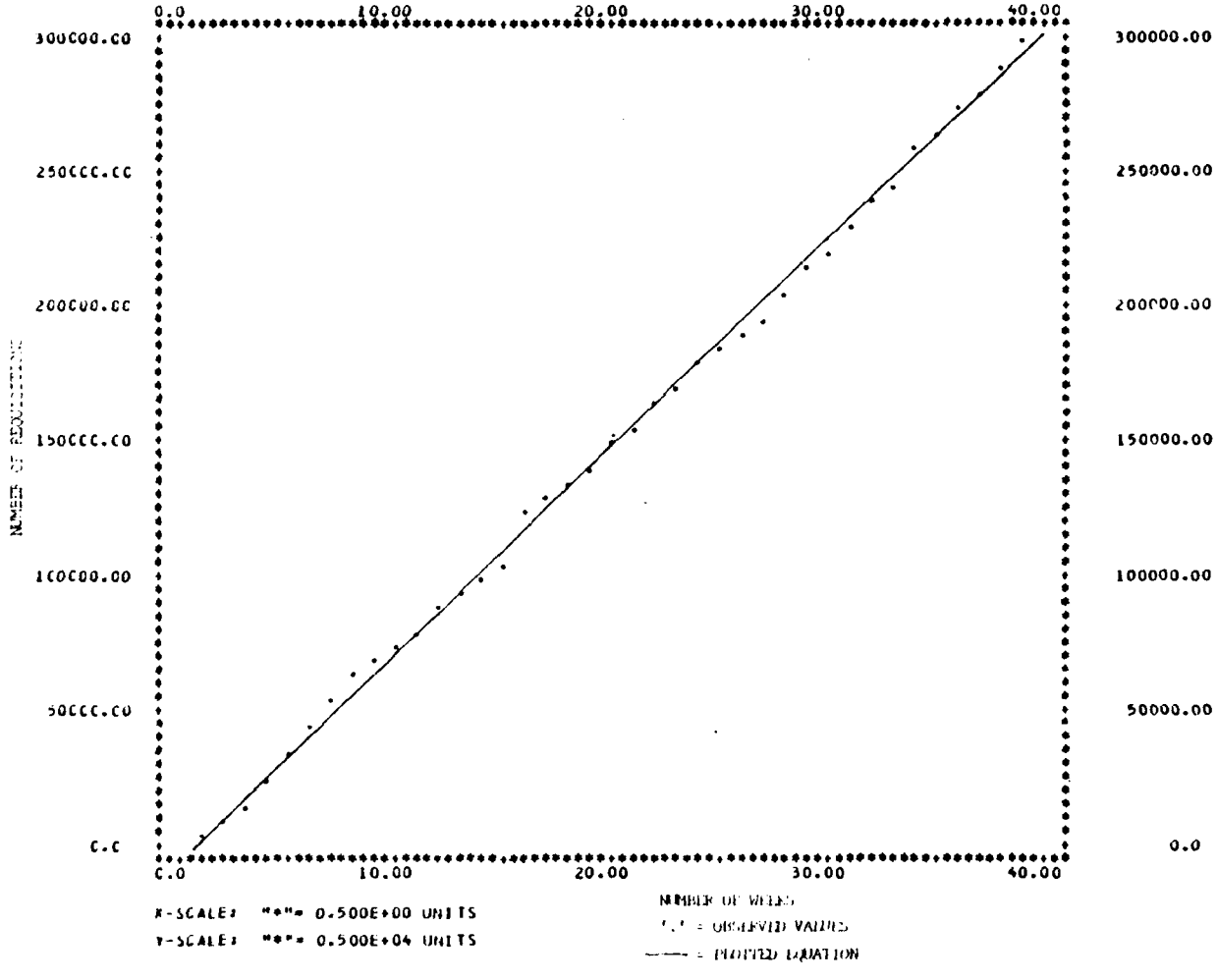


ZONE 7
MAS MIRAMAR, MFPC SAN DIEGO AND CENTRAL CORRIDOR ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80

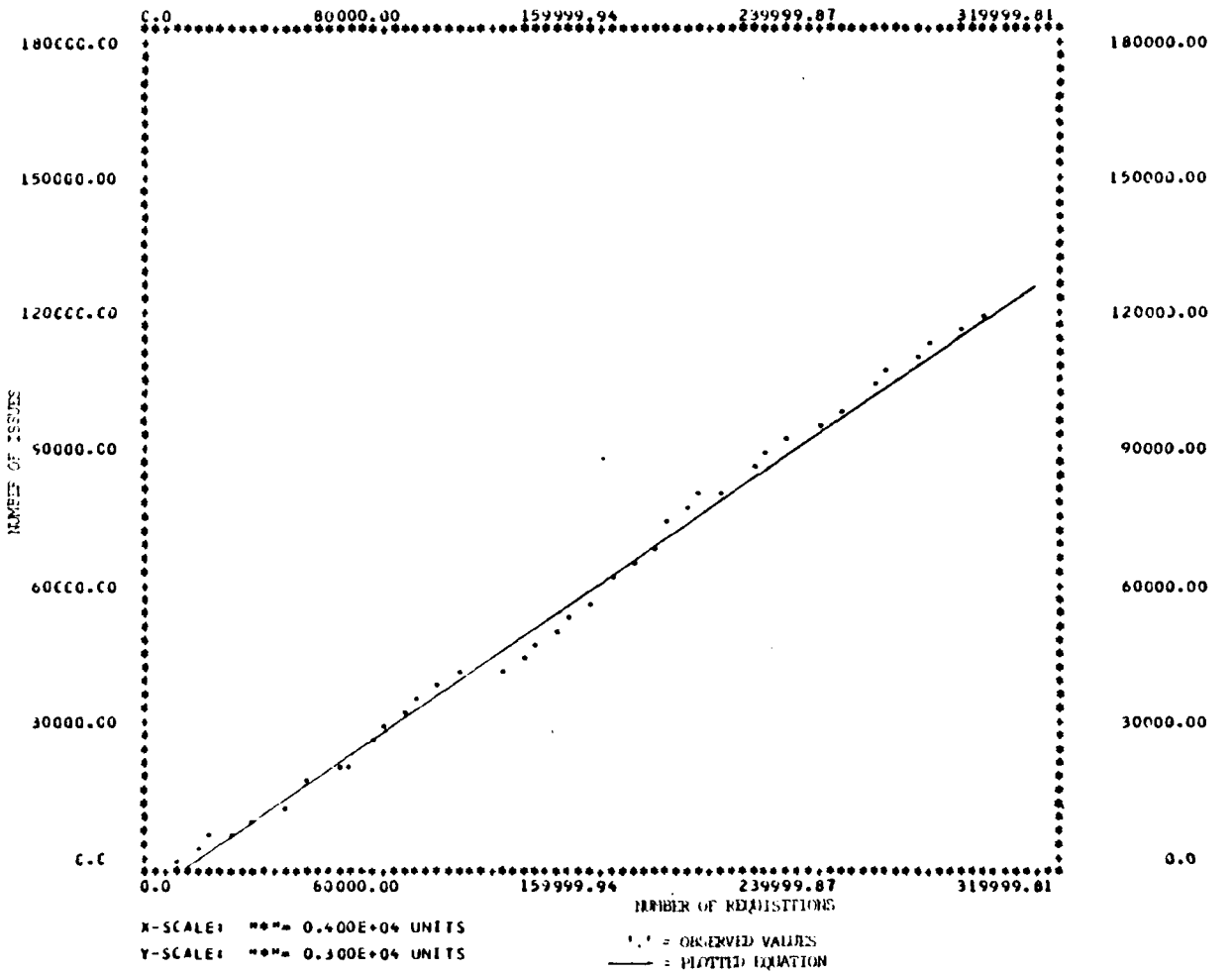



ZONE 7
MAS PIRAMAR, MCRC SAN DIEGO AND CENTRAL CORRIDOR ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80
0.0
6000.00
11999.99
17999.99
23999.98
180000.00
150000.00
120000.00
90000.00
60000.00
30000.00
0.0
CUBE OF MATERIAL MOVEMENTS
NUMBER OF ISSUES
X-SCALE: *0** 0.10UE+03 UNITS
Y-SCALE: *0** 0.30UE+04 UNITS
'.'= OBSERVED VALUES
—— = PLOTTED EQUATION

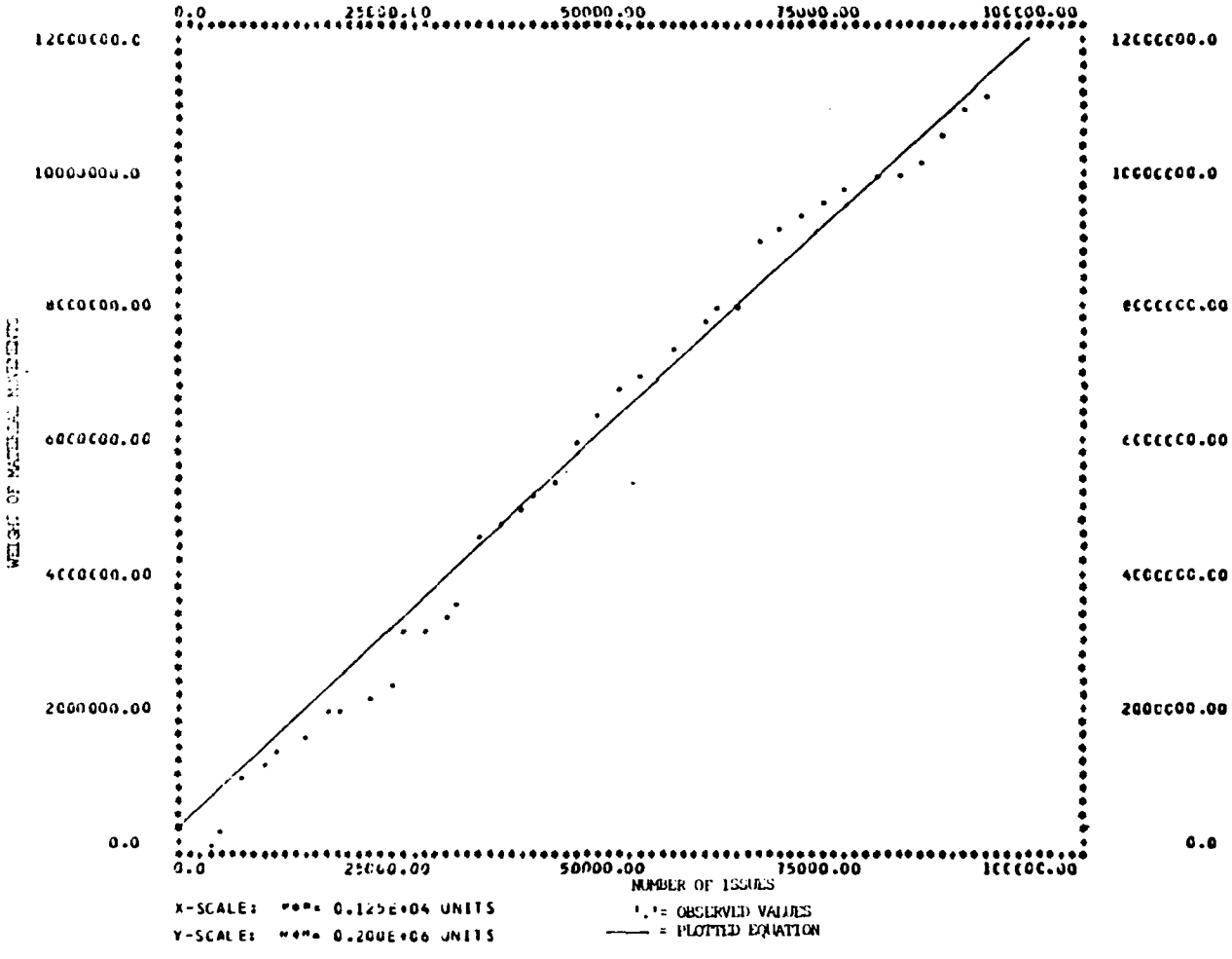
ZONE 8
NAS NORTH ISLAND, AMPHIB BASE, AND EAST CORRIDOR AFLCAT AND ASHORE ACTIVITIES
CUMULATIVE REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS OF FY80

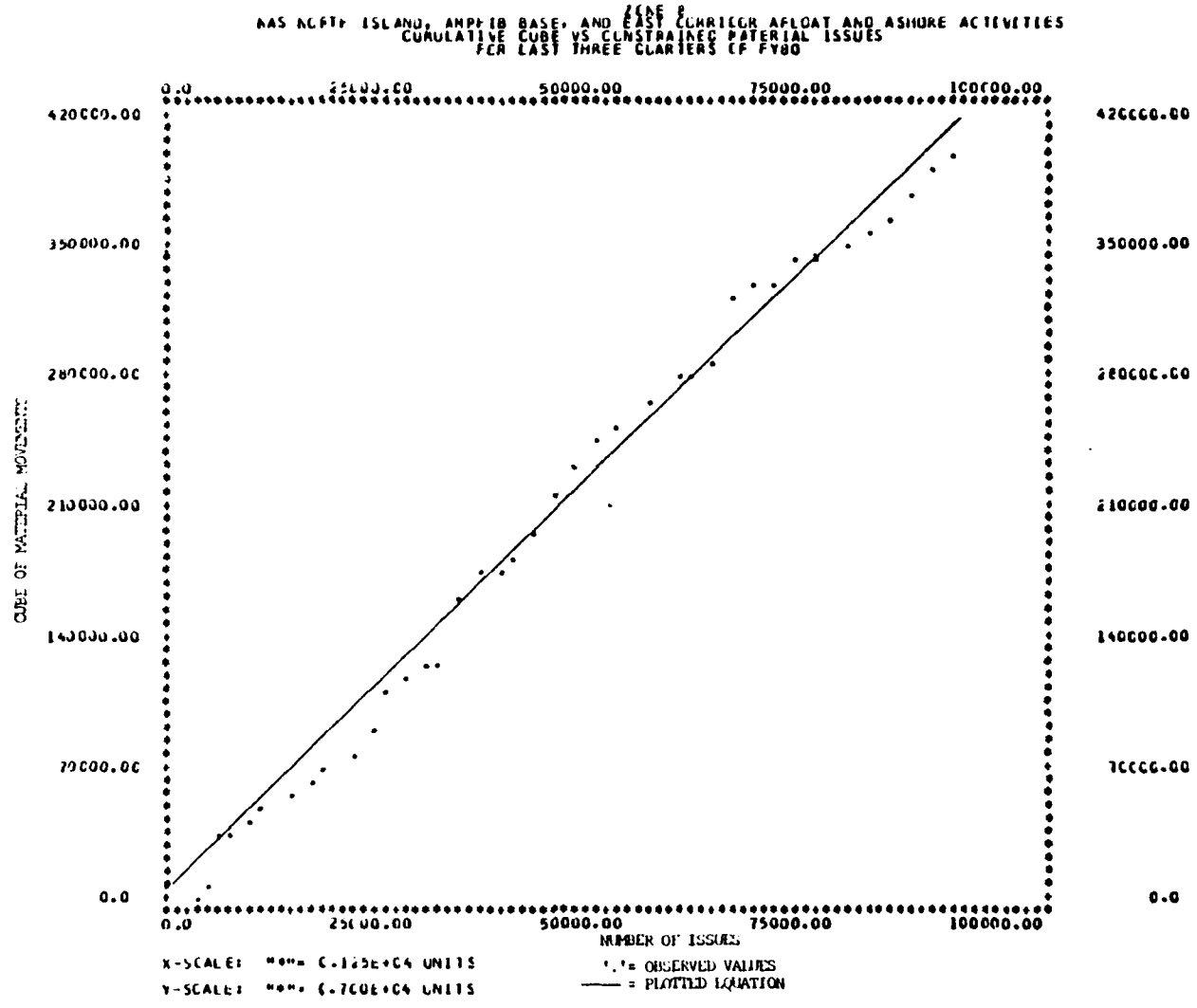


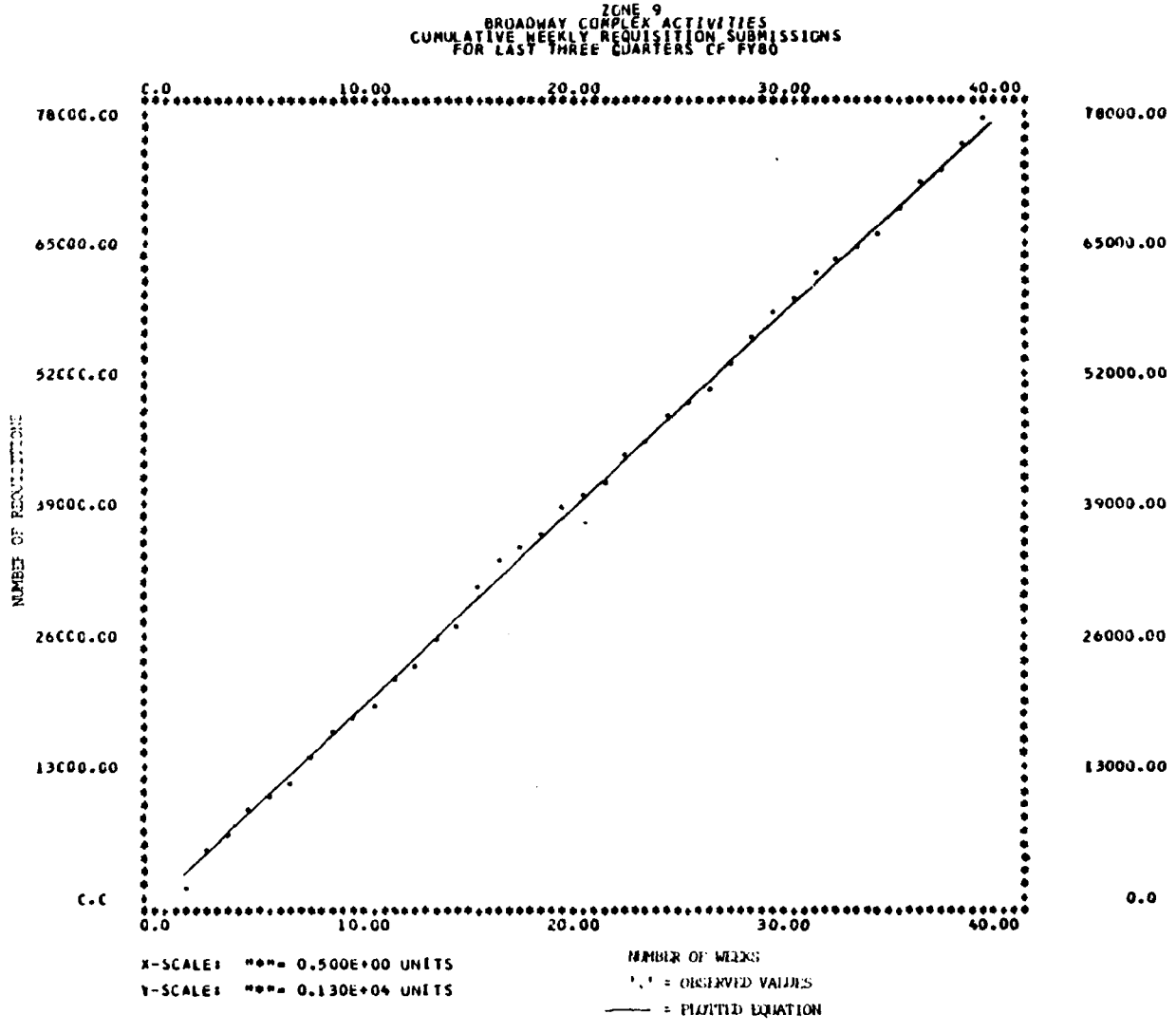
ZONE B
NAS NORTH ISLAND, AMPHIB BASE, AND EAST CORRIDOR AFLOAT AND ASHORE ACTIVITIES
LOCAL MATERIAL ISSUES VS REQUISITION SUBMITALS
FOR LAST THREE QUARTERS OF FY80



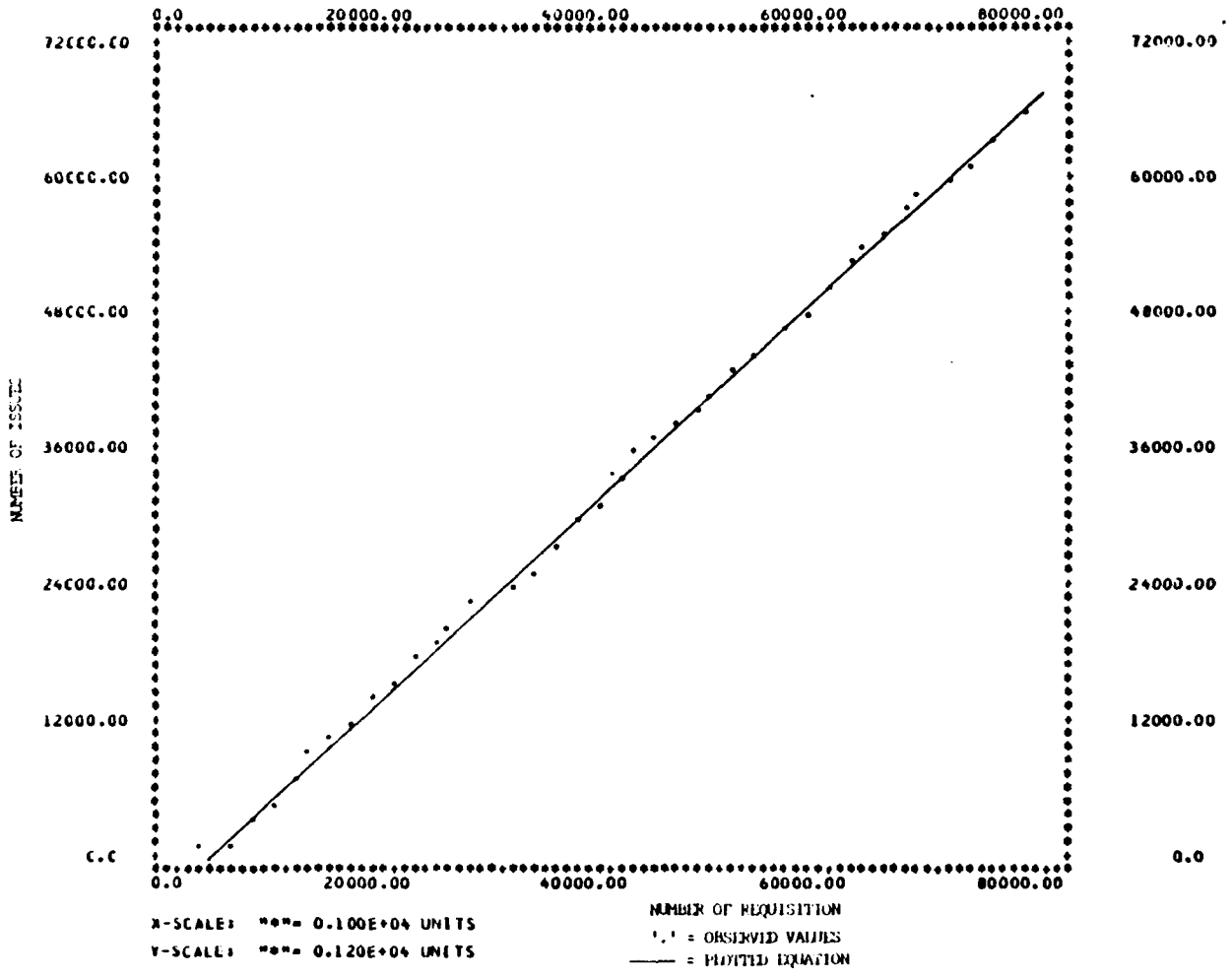
ZLAE 8
NAS NORTH ISLAND, AMPHIB BASE, AND EAST CORRIDOR AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80

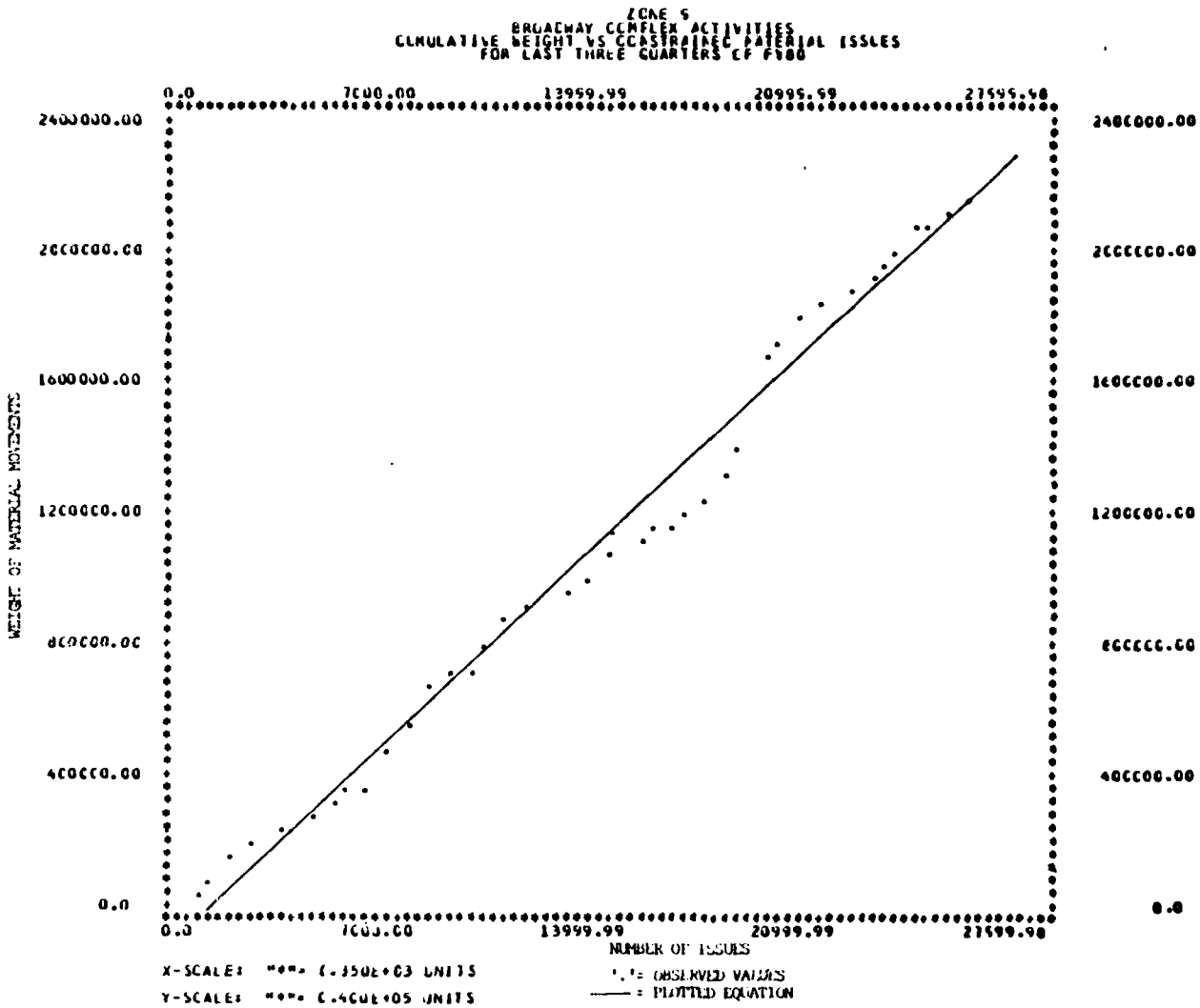



PAGE 2
NAS NORTH ISLAND, AMPHIB BASE, AND EAST COAST CARRIER AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80
0.0
25000.00
50000.00
75000.00
100000.00
420000.00
350000.00
280000.00
210000.00
140000.00
70000.00
0.0
CUBE OF MATERIAL MOVEMENTS
NUMBER OF ISSUES
X-SCALE: "0"= 0.125E+04 UNITS
Y-SCALE: "0"= 0.70OE+04 UNITS
'.'= OBSERVED VALUES
—— = PLOTTED EQUATION

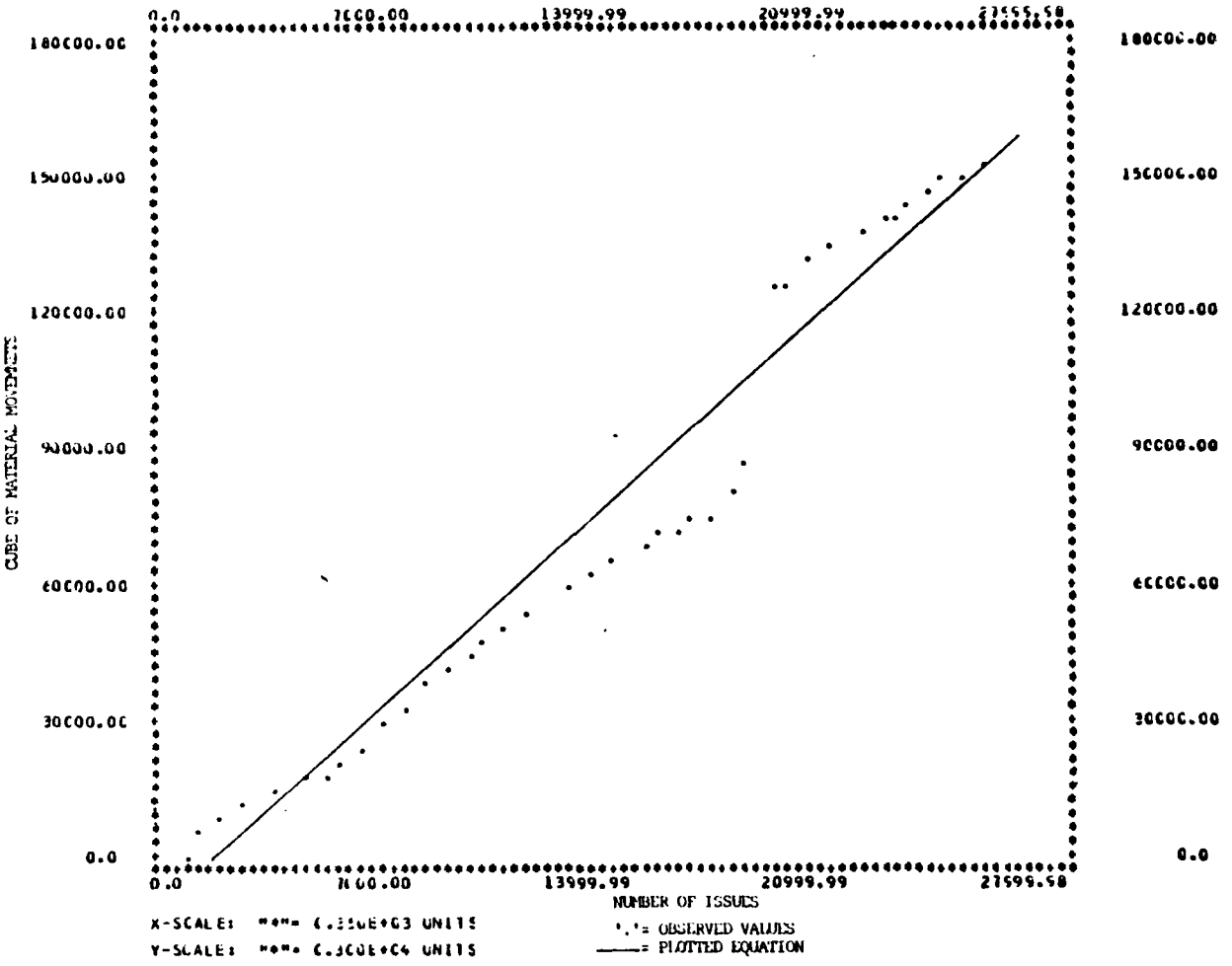

ZONE 9
BROADWAY COMPLEX ACTIVITIES
CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS OF FY80
0.0
10.00
20.00
30.00
40.00
78000.00
65000.00
52000.00
39000.00
26000.00
13000.00
0.0
NUMBER OF REQUISITIONS
X-SCALE: **** 0.500E+00 UNITS
Y-SCALE: **** 0.130E+04 UNITS
NUMBER OF WEEKS
'.' = OBSERVED VALUES
—— = PLOTTED EQUATION

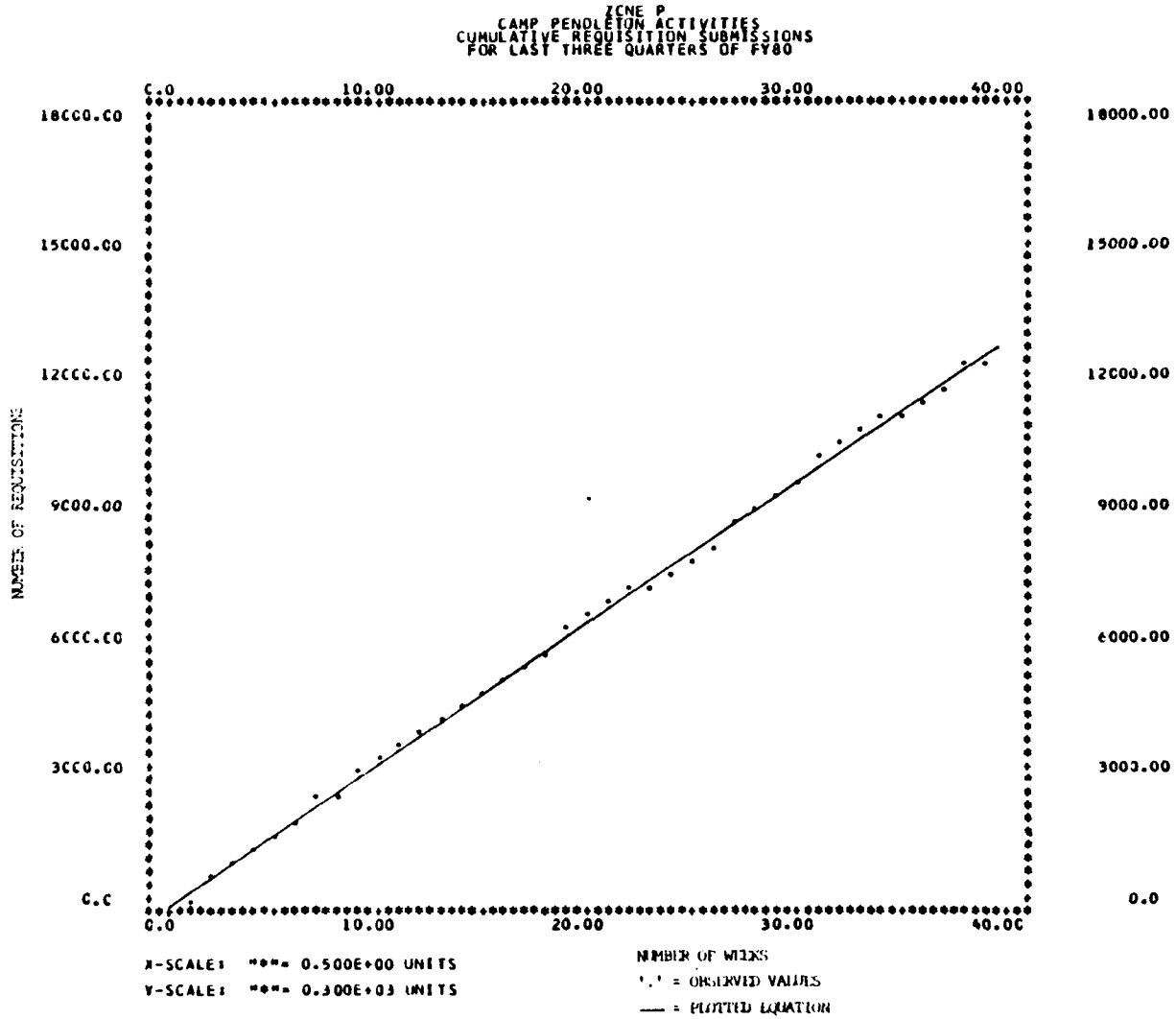
ZONE 9
BROADWAY COMPLEX ACTIVITIES
LOCAL MATERIAL ISSUES VS REQUISITION SUBMITALS
FOR LAST THREE QUARTERS OF FY80



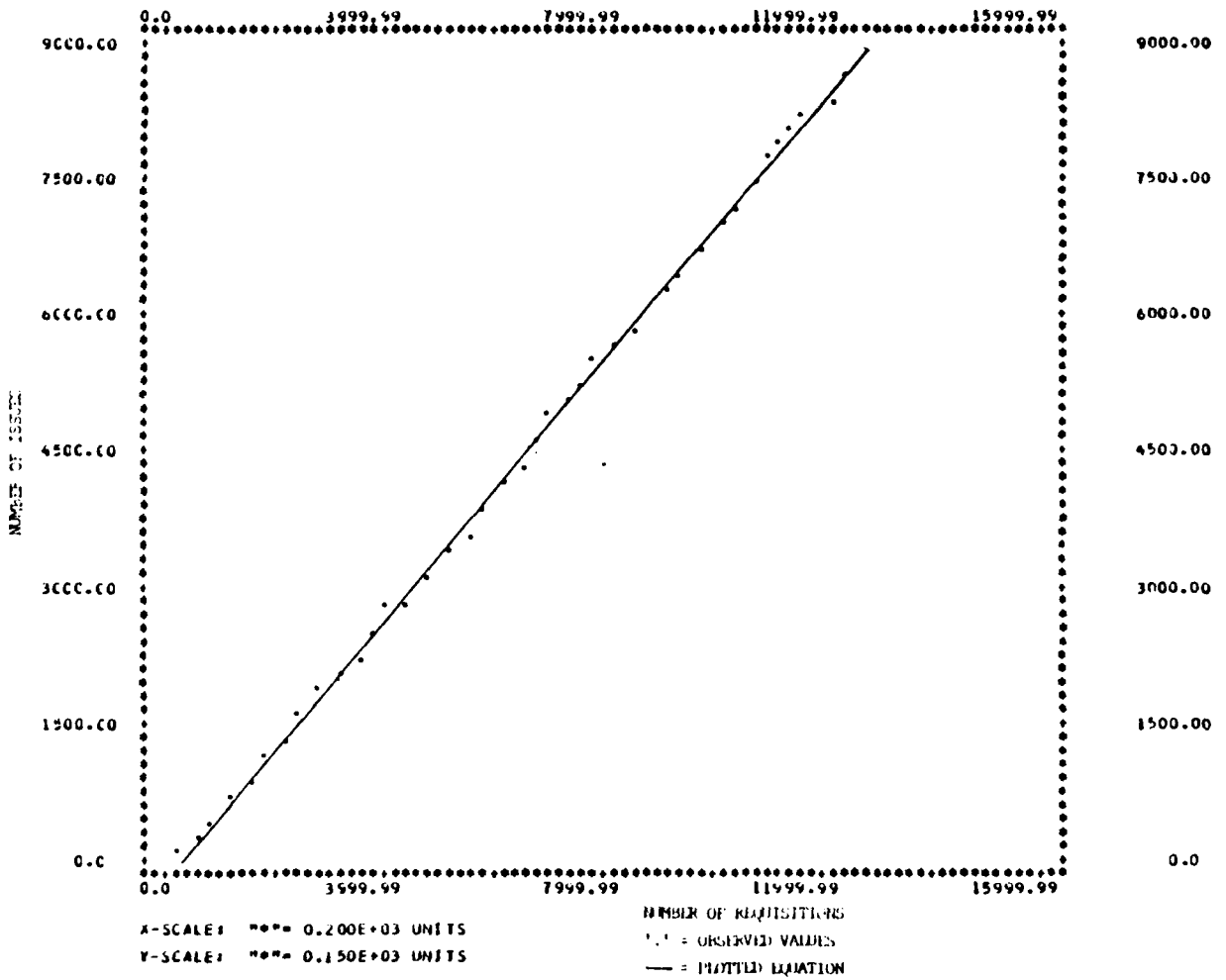

ZONE 5
BROADWAY COMPLEX ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80
0.0
7000.00
13999.99
20999.99
21599.98
2400000.00
2000000.00
1600000.00
1200000.00
800000.00
400000.00
0.0
WEIGHT OF MATERIAL MOVEMENTS
NUMBER OF ISSUES
X-SCALE: *** 0.350E+03 UNITS
Y-SCALE: *** 0.400E+05 UNITS
'.' = OBSERVED VALUES
—— = PLOTTED EQUATION

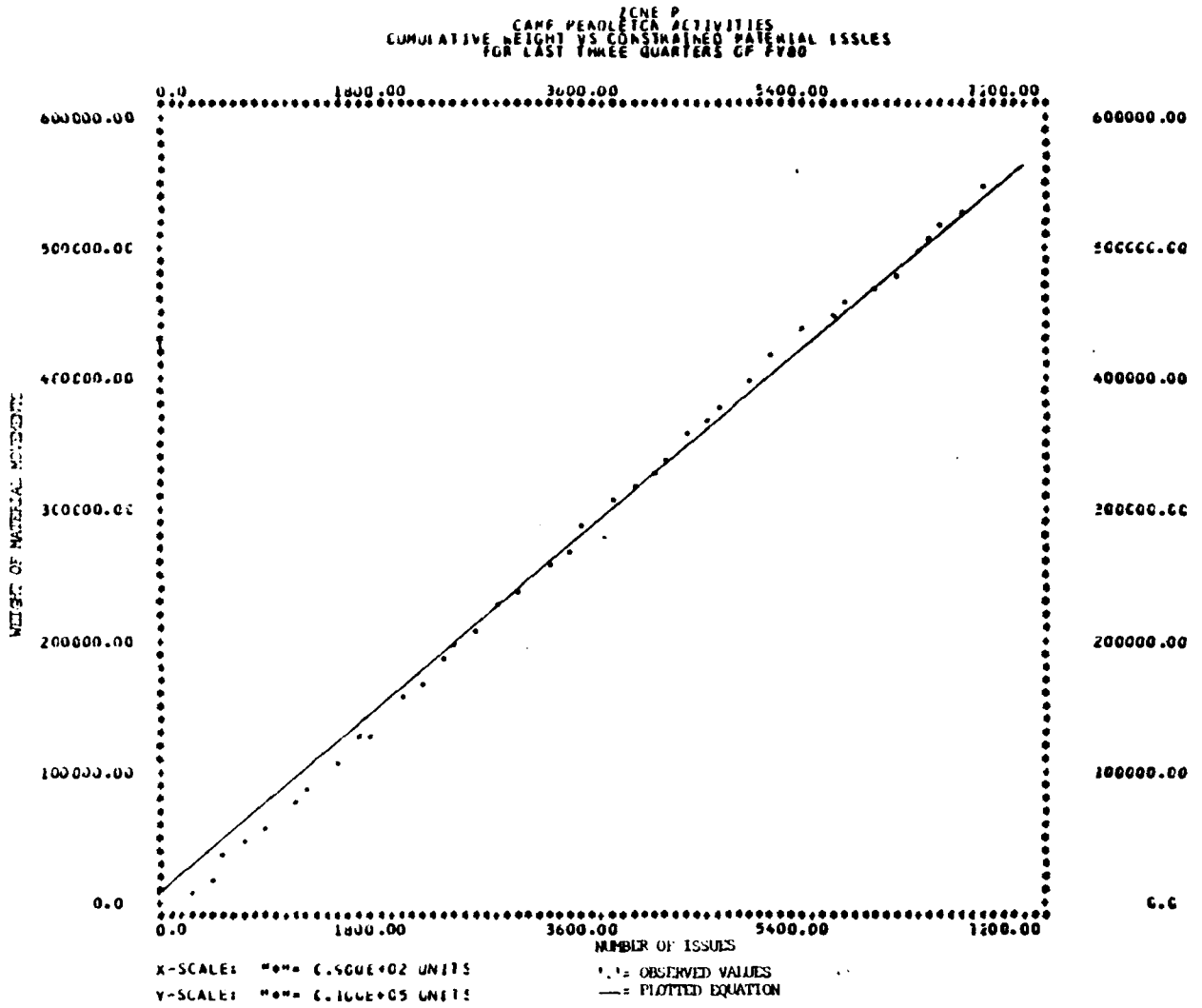
ZONE 9
BROADWAY COMPLEX ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80

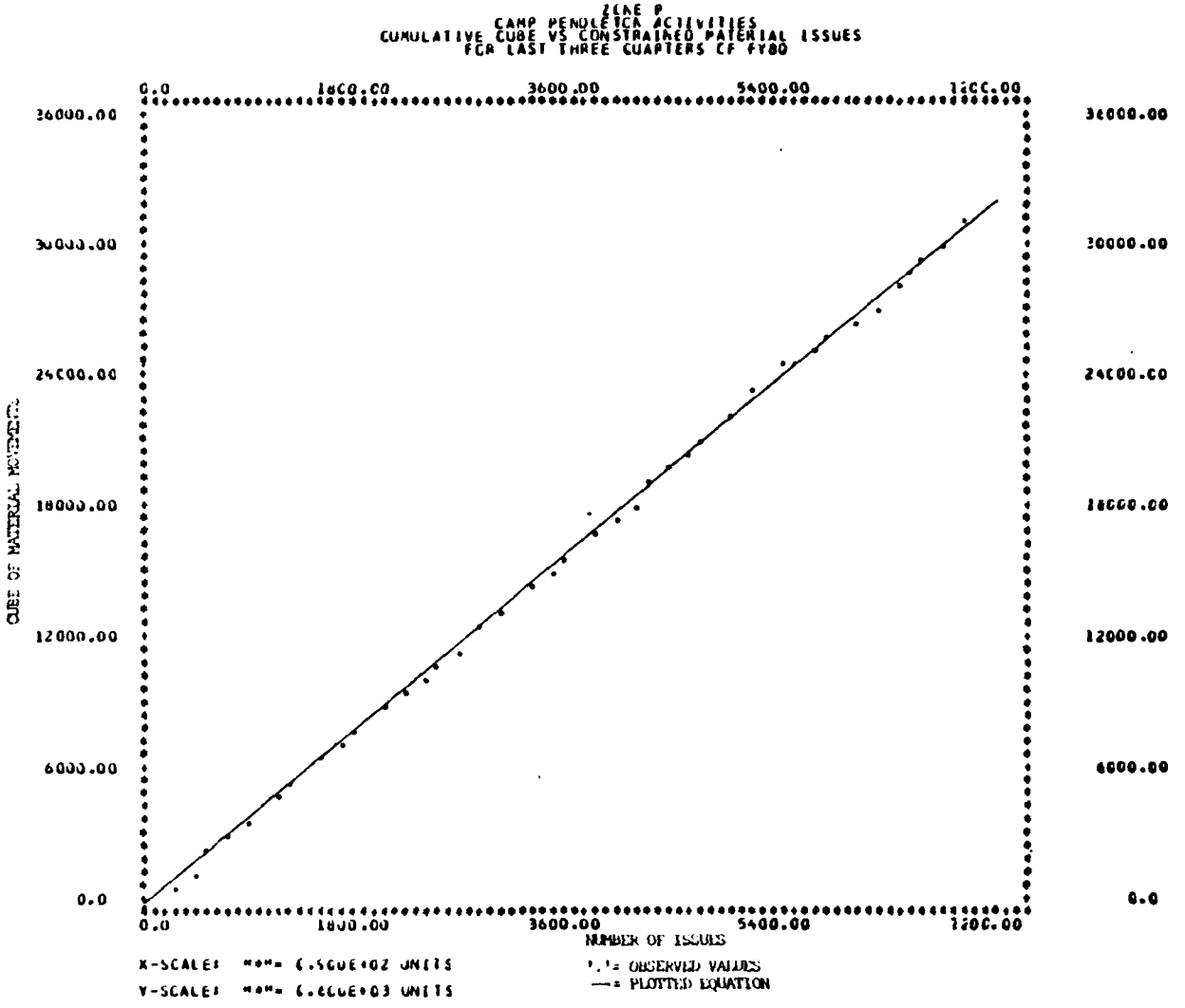



ZONE P
CAMP PENDLETON ACTIVITIES
CUMULATIVE REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS OF FY80
0.0
10.00
20.00
30.00
40.00
18000.00
15000.00
12000.00
9000.00
6000.00
3000.00
0.0
NUMBER OF REQUISITIONS
X-SCALE: **** 0.500E+00 UNITS
Y-SCALE: **** 0.300E+03 UNITS
NUMBER OF WEEKS
'.' = OBSERVED VALUES
— = PLOTTED EQUATION

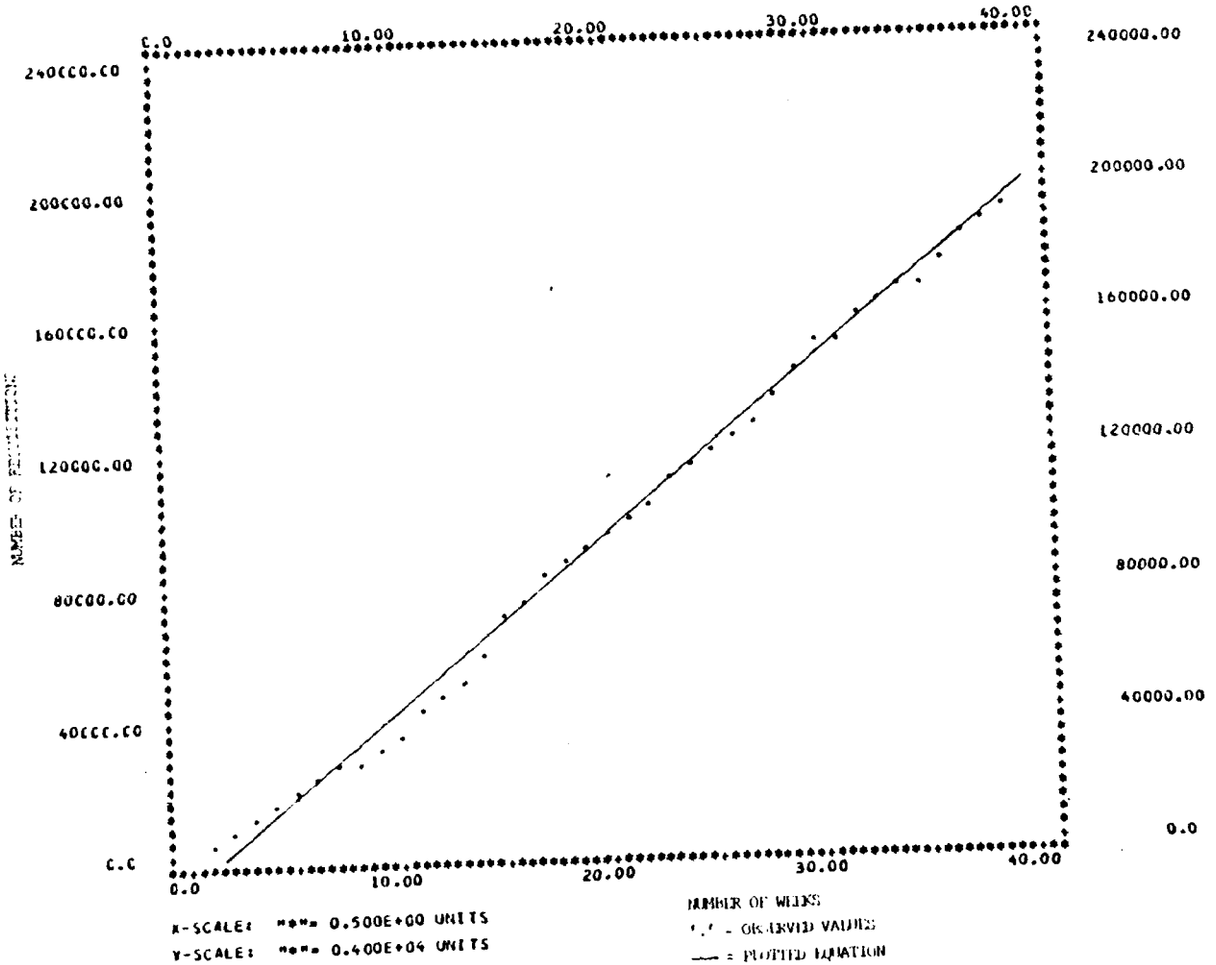
ZONE P
CAMP PENDLETON ACTIVITIES
LOCAL MATERIAL ISSUES VS REQUISITION SUBMITALS
FOR LAST THREE QUARTERS OF FY80

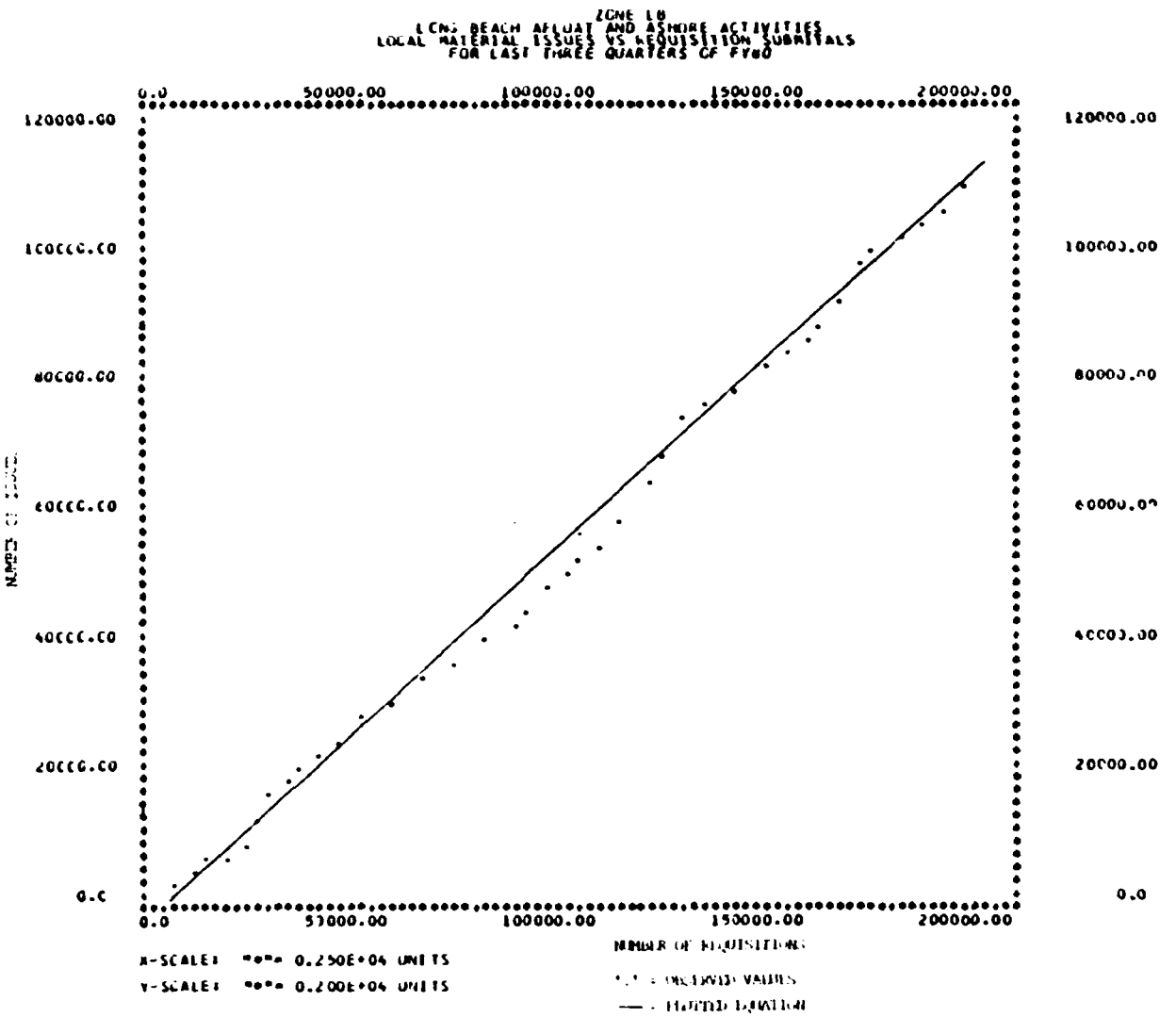


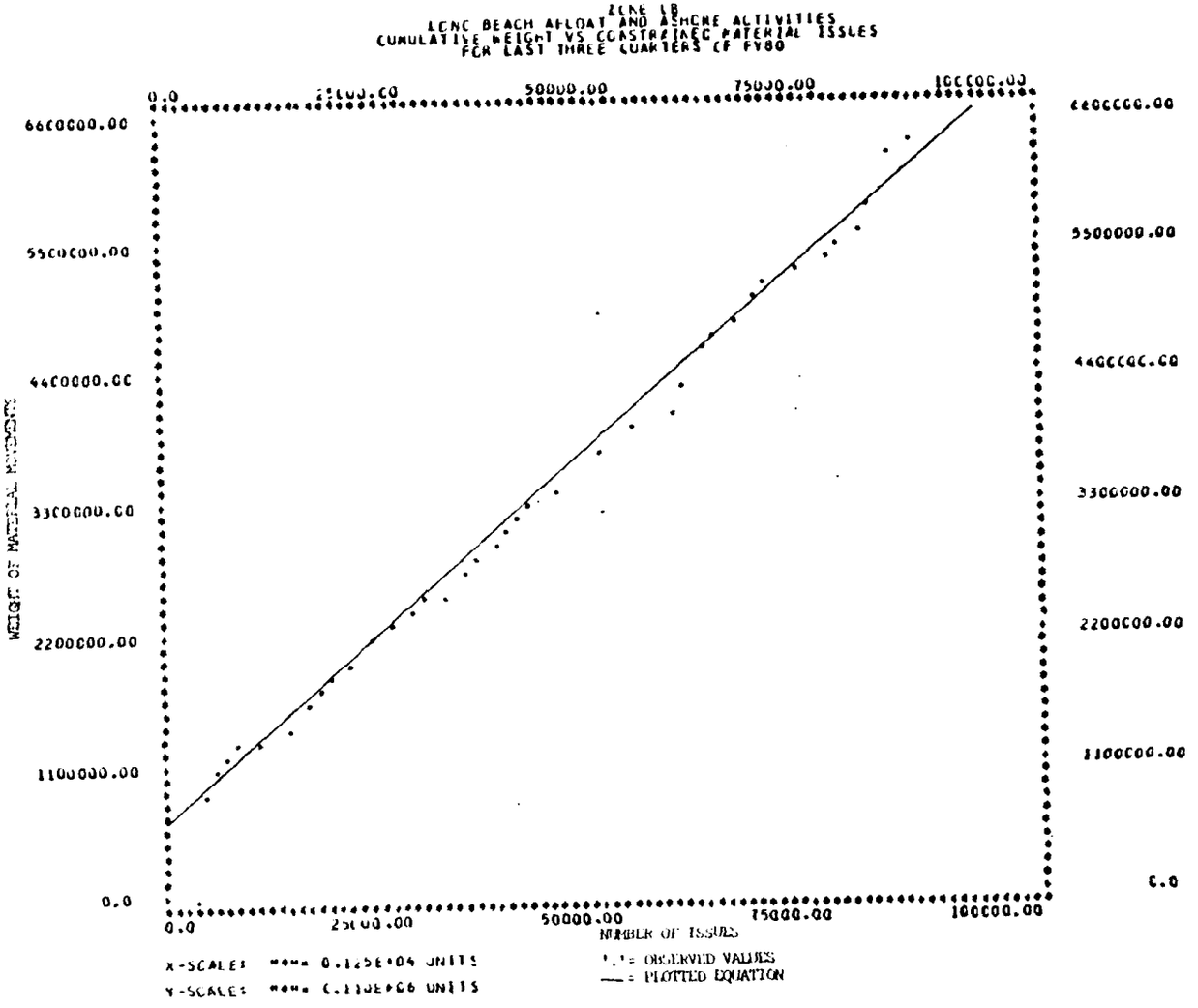

ZONE P
CAMP PENDLETON ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80
0.0
1800.00
3600.00
5400.00
7200.00
600000.00
500000.00
400000.00
300000.00
200000.00
100000.00
0.0
WEIGHT OF MATERIAL MOVED
NUMBER OF ISSUES
X-SCALE: MIN= 0.5GUE+02 UNITS
Y-SCALE: MIN= 0.1GGE+05 UNITS
'.'= OBSERVED VALUES
—= PLOTTED EQUATION


ZONE P
CAMP PENDLETON ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80
0.0
1800.00
3600.00
5400.00
7200.00
36000.00
30000.00
24000.00
18000.00
12000.00
6000.00
0.0
CUBE OF MATERIAL MOVED
NUMBER OF ISSUES
X-SCALE: "0"= 6.5GUE+02 UNITS
Y-SCALE: "0"= 6.6GUE+03 UNITS
'.'= OBSERVED VALUES
—= PLOTTED EQUATION

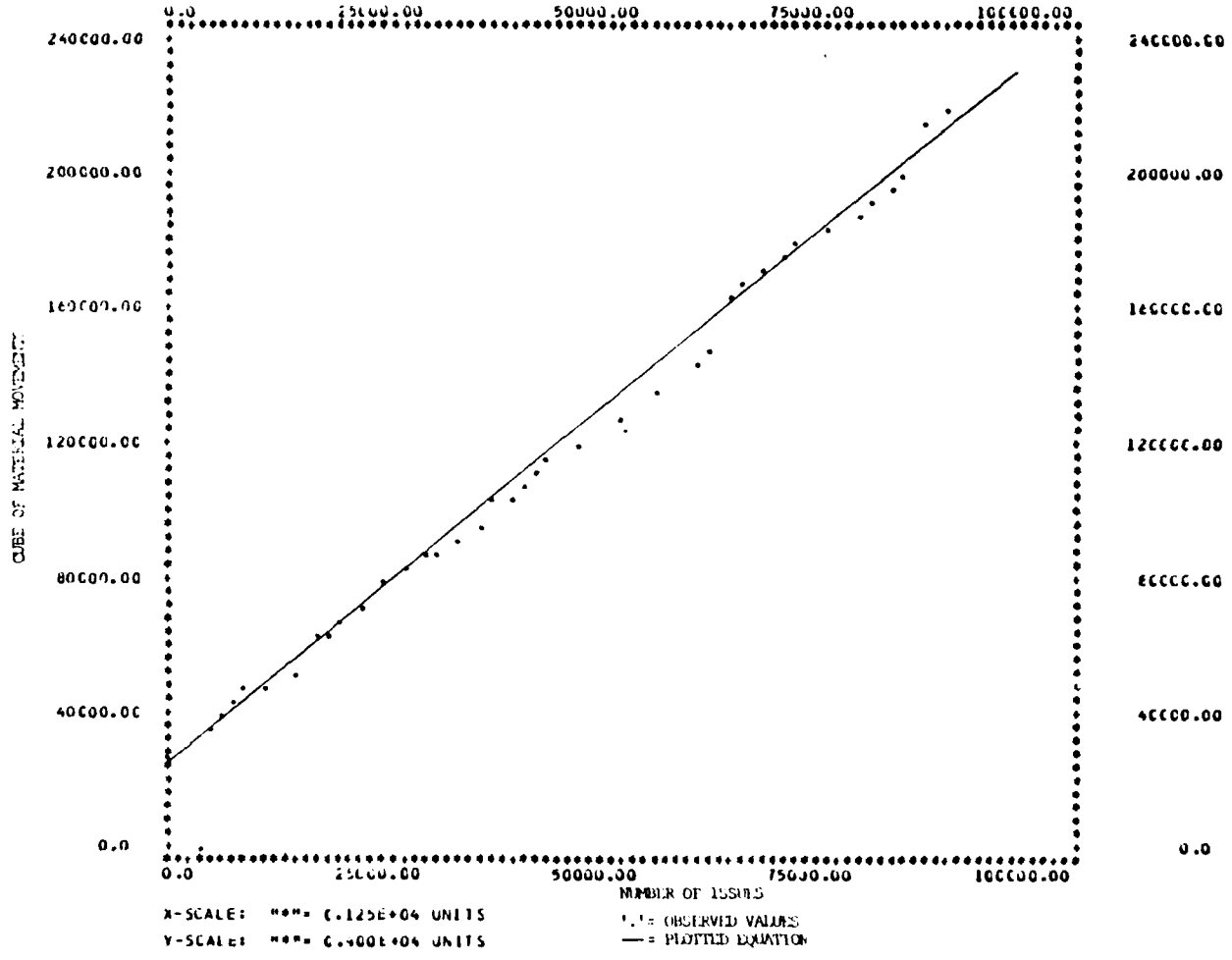
ZONE L8
LONG BEACH AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS OF FY80




ZONE 10
LCMS BEACH AFLOAT AND ASHORE ACTIVITIES
LOCAL MATERIAL ISSUES VS REQUISITION SUBMITALS
FOR LAST THREE QUARTERS OF FY80
0.0
50000.00
100000.00
150000.00
200000.00
120000.00
100000.00
80000.00
60000.00
40000.00
20000.00
0.0
NUMBER OF REQUISITIONS
X-SCALE: **** 0.250E+04 UNITS
Y-SCALE: **** 0.200E+04 UNITS


ZONE LB
LONG BEACH AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80
0.0
25000.00
50000.00
75000.00
100000.00
6600000.00
5500000.00
4400000.00
3300000.00
2200000.00
1100000.00
0.0
WEIGHT OF MATERIAL MOVEMENTS
NUMBER OF ISSUES
X-SCALE: ****= 0.125E+04 UNITS
Y-SCALE: ****= 0.110E+06 UNITS
'.'= OBSERVED VALUES
—= PLOTTED EQUATION

ZONE 1B
LONG BEACH AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED POTENTIAL ISSUES
FOR LAST THREE QUARTERS OF FY80



APPENDIX H

CURVE FITTING EQUATIONS

REQUISITIONS VS TIME (WEEKS)

ZONE 1	Reqns=11,367.93(weeks)-2461.235	
	r^2=.99960	σ=3705.018
ZONE 6	Reqns=3,029.147(weeks)+6732.505	
	r^2=.99831	σ=2035.075
ZONE 7	Reqns=1,693.315(weeks)+301.0040	
	r^2=.99979	σ=397.2890
ZONE 8	Reqns=7,629.354(weeks)-3409.700	
	r^2=.9994	σ=3062.546
ZONE 9	Reqns=1,951.755(weeks)+942.9285	
	r^2=.99968	σ=573.8430
ZONE P	Reqns=323.09940(weeks)-62.295500	
	r^2=.99966	σ=97.190000
ZONE LB	Reqns=5,168.417(weeks)-8324.7800	
	r^2=.99869	σ=3064.9660

UNCONSTRAINED LOCAL MATERIAL ISSUES VS REQUISITIONS

	LOCAL SHIPMENTS	UNSPECIFIED SHIPMENTS
ZONE 1	SD=.5240369(R)-5307.005	SD=.06872668(R)+1604.4770
	r^2=.99923 σ=2705.1953	r^2=.98327 σ=1672.97
ZONE 6	SD=.5186645(R)-3135.412	SD=.04866386(R)-266.13650
	r^2=.99844 σ=1017.3500	r^2=.99528 σ=166.000
ZONE 7	SD=.4249615(R)-538.8669	SD=.03523048(R)-189.42310
	r^2=.99952 σ=258.55207	r^2=.98195 σ=132.805

ZONE 8	SD=.3905390(R)-4432.140	SD=.03463947(R)-453.01500
	r^2=.99845 σ=1922.1900	r^2=.99050 σ=424.124
ZONE 9	SD=.8279520(R)-1910.450	SD=.04698435(R)-364.87980
	r^2=.99939 σ=653.20300	r^2=.98136 σ=207.545
ZONE P	SD=.5936314(R)-69.18642	SD=.03479791(R)-72.567680
	r^2=.99936 σ=79.521300	r^2=.93386 σ=49.7676
ZONE LB	SD=.5303205(R)-1702.241	SD=.06527485(R)-60.595540
	r^2=.99680 σ=2543.4990	r^2=.98867 σ=592.646

WEIGHT AND CUBE OF LOCAL MATERIAL MOVEMENTS
VS LOCAL MATERIAL ISSUES

ZONE 1	WT=143.9767(S)+1,039,029.0	CU=5.3925(S)+32,217.160
	r^2=.99509 σ=595,764.119	r^2=.99518 σ=22,098.81
ZONE 6	WT=239.2949(S)-292,938.000	CU=9.3432(S)-7783.21900
	r^2=.98919 σ=336,039.447	r^2=.98779 σ=13,956.43
ZONE 7	WT=122.4108(S)+9563.683000	CU=5.5068(S)-1647.34000
	r^2=.99307 σ=73,602.1567	r^2=.99587 σ=2551.9600
ZONE 8	WT=125.7431(S)+219,567.300	CU=4.5024(S)+6769.22000
	r^2=.99188 σ=318,428.411	r^2=.99126 σ=11,832.51
ZONE 9	WT=85.95983(S)-71,128.6200	CU=6.2877(S)-11,577.140
	r^2=.98619 σ=80,283.1884	r^2=..95321 σ=10,992.90
ZONE P	WT=79.01907(S)+9688.073000	CU=4.4429(S)+452.574800
	r^2=.99880 σ=5717.857750	r^2=.99948 σ=211.64231
ZONE LB	WT=62.76307(S)+672,592.200	CU=2.1301(S)+27,009.080
	r^2=.98982 σ=173,727.160	r^2=.98830 σ=6326.3605

Legend: weeks = number weeks from start of measurement period
SD = number of local material issues
R = number of requisitions
WT = weight
CU = cube
S = number of local material issues

r^2 = coefficient of determination

σ = standard deviation of observed values from curve

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